TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

Public input on the draft amendment to the recreation portion of the 1995 master plan

The Department of Natural Resources (DNR) is proposing a change to the recreation portion of the 1995 master plan to allow the establishment of a 0.5-mile ATV/UTV trail and route across the far northern part of the property. The short trail and route would provide a potential connection between Hadley Road and Popko Circle West Road, both of which are local roads that have been designated as ATV/UTV routes. The proposed amendment would also update the land management classification map and nomenclature and change the classification of a 27-acre parcel to Recreation Management Area.

This form is intended to gather your ideas and perspectives about the proposed amendment. You can review the amendment by visiting the DNR webpage (dnr.wi.gov and search: "Turtle Flambeau amendment"). Please share your perspectives on the following topics – PLEASE BE AS SPECIFIC AS POSSIBLE.

1. What proposed changes described in the amendment do you support? Why?
   ATV Routes enhance the sport

2. What proposed changes described in the amendment do you oppose? Why?
   NO

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?
   NO

4. What other comments or suggestions would you like to share regarding the proposed amendment?

5. About you (optional)
   Name:
   Zip code of primary address: 54491

Please mail this form to:
John Pohlman – LE/6
Wisconsin Depart of Natural Resources
P.O. Box 7921
Madison, WI 53707-7921
Or email to:
john.pohlman@wisconsin.gov

Wisconsin Department of Natural Resources
TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

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1. What proposed changes described in the amendment do you support? Why?

   All of them

2. What proposed changes described in the amendment do you oppose? Why?

   None of them

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?

   None

4. What other comments or suggestions would you like to share regarding the proposed amendment?

   None

5. About you (optional)

   Name: Rod Knei

   Zip code of primary address: 54104

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Wisconsin Department of Natural Resources
TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

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1. What proposed changes described in the amendment do you support? Why?
   The stand alone bridge crossing the Wolf River at Langlade for ATV & snowmobile use. Also, the 0.5 mile ATV/UTV trail across the DNR land.

2. What proposed changes described in the amendment do you oppose? Why?
   None

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?
   I heard about the DOT bridge idea where the proposed stand alone would be located. Seems like duplication of efforts especially if DNR funds

4. What other comments or suggestions would you like to share regarding the proposed amendment?
   None

5. About you (optional)

Name: Dennis Pomerling

Zip code of primary address: 54138

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Madison, WI 53707-7921
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TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

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1. What proposed changes described in the amendment do you support? Why?

   I SUPPORT THE AMENDMENT TO APPROVE THE 1/5 MILE TRAIL/ROUTE FOR NORTHERN PARCE. THE ALSO TO APPROVE THE UPDATE (MAP) PROPERTY

2. What proposed changes described in the amendment do you oppose? Why?

   NONE

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?

   I DIDN'T SEE ANY FROM MY PERSPECTIVE.

4. What other comments or suggestions would you like to share regarding the proposed amendment?

   PASS THE AMENDMENT — NEEDED

5. About you (optional)

   Name: __________________________

   Zip code of primary address: 54491

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   Wisconsin Dept of Natural Resources
   P.O. Box 7921
   Madison, WI 53707-7921

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Wisconsin Department of Natural Resources
TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

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1. What proposed changes described in the amendment do you support? Why?
   All, this will provide a shorter route potentially reduces use on the southern access around Turtle Flambeau Waters Area.

2. What proposed changes described in the amendment do you oppose? Why?
   None

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?
   None

4. What other comments or suggestions would you like to share regarding the proposed amendment?

5. About you (optional)

   Name: [Name]
   Zip code of primary address: [Zip Code]

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Madison, WI 53707-7921

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TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

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1. What proposed changes described in the amendment do you support? Why?
   
   I support the change to help get the short trail to happen

2. What proposed changes described in the amendment do you oppose? Why?
   
   none

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?
   
   No

4. What other comments or suggestions would you like to share regarding the proposed amendment?
   
   This is a much needed ATV Trail that needs to be done

5. About you (optional)

   Name: Sally Muller

   Zip code of primary address: 628 School St, White Lake, WI, 54491

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1. What proposed changes described in the amendment do you support? Why?

   [Signature]

2. What proposed changes described in the amendment do you oppose? Why?

   [Signature]

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?

   [Signature]

4. What other comments or suggestions would you like to share regarding the proposed amendment?

   [Signature]

5. About you (optional)

   Name: _______________________

   Zip code of primary address: 54409

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Madison, WI 53707-7921

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TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

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1. What proposed changes described in the amendment do you support? Why?

2. What proposed changes described in the amendment do you oppose? Why?

   The 0.5 mile ATV/UTV route and trail.

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?

4. What other comments or suggestions would you like to share regarding the proposed amendment?

   ATV and UTV use goes against what makes the northwoods unique.

5. About you (optional)

   Name: _______________________

   Zip code of primary address: ________________
TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

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1. What proposed changes described in the amendment do you support? Why?
   NONE

2. What proposed changes described in the amendment do you oppose? Why?
   ALL

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?

4. What other comments or suggestions would you like to share regarding the proposed amendment?

5. About you (optional)
   Name: Craig Griffin
   Zip code of primary address: 54552

Please mail this form to:
John Pohlman – LF/6
Wisconsin Depart of Natural Resources
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Madison, WI 53707-7921
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TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

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1. What proposed changes described in the amendment do you support? Why?
   
   I support the change of the amount for a bee trail to see more wildlife and take drifters off the blue top pool.

2. What proposed changes described in the amendment do you oppose? Why?

   

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?

   

4. What other comments or suggestions would you like to share regarding the proposed amendment?

   

5. About you (optional)

   Name: [Signature]

   Zip code of primary address: 54514

---

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Wisconsin Dept of Natural Resources
P.O. Box 7921
Madison, WI 53707-7921

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1. What proposed changes described in the amendment do you support? Why?

I support the change to allow the establishment of a 0.5-mile ATV/UTV trail and route proposed. It is additional off road access to the area.

2. What proposed changes described in the amendment do you oppose? Why?

No.

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?

No.

4. What other comments or suggestions would you like to share regarding the proposed amendment?


5. About you (optional)

Name: Barbara Wegner

Zip code of primary address: 54514

Trail Midgets ATV Club
trailmidgetsclub@gmail.com

Please mail this form to:

John Pohlman – LF/6
Wisconsin Depart of Natural Resources
P.O. Box 7921
Madison, WI 53707-7921

Or email to:
john.pohlman@wisconsin.gov

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1. What proposed changes described in the amendment do you support? Why?

   Then am none; I have no interest in adding additional ATV/UTV trails in the TE3WA. I don’t believe that I will add any value to an already scenic and “Silent Sports” driven focused area

2. What proposed changes described in the amendment do you oppose? Why?

   I am opposed to the entire amendment.

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?

   I believe that I fully understand the proposal and have asked for clarification on anything I was uncertain of.

4. What other comments or suggestions would you like to share regarding the proposed amendment?

   I do realize that Iron County has a focus on ATV/UTV trails, and that's not all bad. But I do not support any more trails in the Turtle Flambeau Scenic Waters Area... if anything, they should be reduced.

5. About you (optional)

   Name: Todd Stevens

   Zip code of primary address: 54481 - St. Pt.

   Cabin on the Florian - Fort Flambeau

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1. What proposed changes described in the amendment do you support? Why?
   None. Do not believe it will increase tourism or utilization. I haven’t seen specific data regarding economic impact. I am doubtful how many residents use their ATV to get to work or school – more verified data please. What will be the long term impact?

2. What proposed changes described in the amendment do you oppose? Why?
   All. The TFF SWA was intended for quiet enjoyment. There is nothing an ATV does to enhance the environment, nor does it provide quiet enjoyment for riders. Certainly not for others who work, farm, or enjoy the area. There are federal MP tracks for ATV/UTV – just where it can be.

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?
   No.

4. What other comments or suggestions would you like to share regarding the proposed amendment?
   I am concerned this “variance” to the master plan will become a gateway for other “non-quiet” outdoor enjoyment of the TFF SWA. Please, let us retain the pristine outdoors of our “Crown Jewel” and not begin encroachment of this piece.

5. About you (optional)
   Name: Becky Giroux
   Zip code of primary address: 54815

Please mail this form to:
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Wisconsin Dept of Natural Resources
P.O. Box 7921
Madison, WI 53707-7921
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Wisconsin Department of Natural Resources
TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

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1. What proposed changes described in the amendment do you support? Why?
   I do not support any changes that would allow any ATV trails in the T.F. Scenic Waters Areas.

2. What proposed changes described in the amendment do you oppose? Why?
   I am opposed to the changes because they would set a precedent for opening other parts of the scenic water area to ATV trails.

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?
   The technical difference between a revision and an amendment is not clear to me.

4. What other comments or suggestions would you like to share regarding the proposed amendment?
   Iron County already has an extensive network of ATV trails. There is no need for additional trails.

5. About you (optional)

Name: __________________________

Zip code of primary address: ____________

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1. What proposed changes described in the amendment do you support? Why?

2. What proposed changes described in the amendment do you oppose? Why?

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?

4. What other comments or suggestions would you like to share regarding the proposed amendment?

5. About you (optional)

Name: [Signature]

Zip code of primary address: 54547

Comment period:
June 11 to July 10, 2018

Please mail this form to:
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Wisconsin Dept of Natural Resources
P.O. Box 7921
Madison, WI 53707-7921

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1. What proposed changes described in the amendment do you support? Why?

____________________________________________________________________________________

2. What proposed changes described in the amendment do you oppose? Why?

The Re-Classification of the Proposed Parcel to Rec. Mngt. Area

____________________________________________________________________________________

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?

____________________________________________________________________________________

4. What other comments or suggestions would you like to share regarding the proposed amendment?

I feel there are plenty of opportunities to ATV elsewhere, and that this may lead to more re-classification in the Scenic Waters Area in the future.

____________________________________________________________________________________

5. About you (optional)

Name: Mike Janczko

Zip code of primary address: 54547

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TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

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1. What proposed changes described in the amendment do you support? Why?

2. What proposed changes described in the amendment do you oppose? Why?

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?

4. What other comments or suggestions would you like to share regarding the proposed amendment?

5. About you (optional)

Name: ____________________________

Zip code of primary address: __________

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1. What proposed changes described in the amendment do you support? Why?
   
   [Handwritten response: "All, any new trails open will help to get more!"]

2. What proposed changes described in the amendment do you oppose? Why?
   
   [Handwritten response: "none"]

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?

   [Handwritten response: Blank]

4. What other comments or suggestions would you like to share regarding the proposed amendment?

   [Handwritten response: Blank]

5. About you (optional)

   Name: ____________________________

   Zip code of primary address: __________

Please mail this form to:
John Pohlman – LF/6
Wisconsin Depart of Natural Resources
P.O. Box 7921
Madison, WI 53707-7921

Or email to: john.pohlman@wisconsin.gov
TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

Public input on the draft amendment to the recreation portion of the 1995 master plan

The Department of Natural Resources (DNR) is proposing a change to the recreation portion of the 1995 master plan to allow the establishment of a 0.5-mile ATV/UTV trail and route across the far northern part of the property. The short trail and route would provide a potential connection between Hadley Road and Popko Circle West Road, both of which are local roads that have been designated as ATV/UTV routes. The proposed amendment would also update the land management classification map and nomenclature and change the classification of a 27-acre parcel to Recreation Management Area.

This form is intended to gather your ideas and perspectives about the proposed amendment. You can review the amendment by visiting the DNR webpage (dnr.wi.gov and search: “Turtle Flambeau amendment”). Please share your perspectives on the following topics – PLEASE BE AS SPECIFIC AS POSSIBLE.

1. What proposed changes described in the amendment do you support? Why?
   Allow the short 0.5 mile ATV/UTV trail across the northern property in order to decrease amount of ATV/UTV traffic on Popko Circle. Update the land management classification to a Recreation Management Area.

2. What proposed changes described in the amendment do you oppose? Why?
   None

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?
   No parts are unclear or confusing.

4. What other comments or suggestions would you like to share regarding the proposed amendment?
   None

5. About you (optional)

   Name: Deb Minnis
   Zip code of primary address: 54547

   Please mail this form to:
   John Pohlman – LF/6
   Wisconsin Depart of Natural Resources
   P.O. Box 7921
   Madison, WI 53707-7921
   Or email to:
   john.pohlman@wisconsin.gov

Wisconsin Department of Natural Resources
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This form is intended to gather your ideas and perspectives about the proposed amendment. You can review the amendment by visiting the DNR webpage (dnr.wi.gov and search: “Turtle Flambeau amendment”). Please share your perspectives on the following topics – PLEASE BE AS SPECIFIC AS POSSIBLE.

1. What proposed changes described in the amendment do you support? Why?
   I'm in favor of any new trails that could open in the future. Keep the ATV/UTV people off roads for public safety for all parties. Good thoughts on changing it from land management to recreation management area opens up more possibilities.

2. What proposed changes described in the amendment do you oppose? Why?
   None

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?
   None

4. What other comments or suggestions would you like to share regarding the proposed amendment?
   None

5. About you (optional)

   Name: [Name]
   Zip code of primary address: 53066

Please mail this form to:
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Madison, WI 53707-7921

Or email to:
john.pohlman@wisconsin.gov

Wisconsin Department of Natural Resources
Public input on the draft amendment to the recreation portion of the 1995 master plan

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This form is intended to gather your ideas and perspectives about the proposed amendment. You can review the amendment by visiting the DNR webpage (dnr.wi.gov and search: "Turtle Flambeau amendment"). Please share your perspectives on the following topics — PLEASE BE AS SPECIFIC AS POSSIBLE.

1. What proposed changes described in the amendment do you support? Why?

5 mile ATV/UTV trail. To keep people off the Road. The ATV Club has permission on property to get to this section.

2. What proposed changes described in the amendment do you oppose? Why?

None

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?

X

4. What other comments or suggestions would you like to share regarding the proposed amendment?


5. About you (optional)

Name: Jim Minnis

Zip code of primary address: 54547

Please mail this form to:
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Madison, WI 53707-7921

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john.pohlman@wisconsin.gov

Wisconsin Department of Natural Resources
TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

Public input on the draft amendment to the recreation portion of the 1995 master plan

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This form is intended to gather your ideas and perspectives about the proposed amendment. You can review the amendment by visiting the DNR webpage (dnr.wi.gov and search: "Turtle Flambeau amendment"). Please share your perspectives on the following topics – PLEASE BE AS SPECIFIC AS POSSIBLE.

1. What proposed changes described in the amendment do you support? Why?

2. What proposed changes described in the amendment do you oppose? Why?
   ATV-UTV route - Once the door is open - there will be more requests - The flowage area was purchased as a wilderness area.

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?

4. What other comments or suggestions would you like to share regarding the proposed amendment?

5. About you (optional)
   Name: ____________________________
   Zip code of primary address: _____________

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This form is intended to gather your ideas and perspectives about the proposed amendment. You can review the amendment by visiting the DNR webpage (dnr.wi.gov and search: “Turtle Flambeau amendment”). Please share your perspectives on the following topics – PLEASE BE AS SPECIFIC AS POSSIBLE.

1. What proposed changes described in the amendment do you support? Why?

2. What proposed changes described in the amendment do you oppose? Why?

Do not want changes

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?

4. What other comments or suggestions would you like to share regarding the proposed amendment?

Keep the Master Plan as is! Keep it as wilderness!

5. About you (optional)

Name: __________________________

Zip code of primary address: __________

Please mail this form to:
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Madison, WI 53707-7921
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TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

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This form is intended to gather your ideas and perspectives about the proposed amendment. You can review the amendment by visiting the DNR webpage (dnr.wi.gov and search: “Turtle Flambeau amendment”). Please share your perspectives on the following topics – PLEASE BE AS SPECIFIC AS POSSIBLE.

1. What proposed changes described in the amendment do you support? Why?

   None. I do not support making a change to the Turtle-Flambeau Scenic Waters Area Master Plan.

2. What proposed changes described in the amendment do you oppose? Why?

   I oppose changing the land management classification of the Turtle-Flambeau Scenic Waters Area to allow the 0.5 mile ATV/UTV route.

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?

   No

4. What other comments or suggestions would you like to share regarding the proposed amendment?

   Once you allow changes to the master plan it will then open the door to more requests for changes. This does not enhance the original plan.

5. About you (optional)

   Name: Robert Melvold

   Zip code of primary address: 54552

Please mail this form to:
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Wisconsin Dept of Natural Resources
P.O. Box 7921
Madison, WI 53707-7921
Or email to:
john.pohlman@wisconsin.gov
TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

Public input on the draft amendment to the recreation portion of the 1995 master plan

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This form is intended to gather your ideas and perspectives about the proposed amendment. You can review the amendment by visiting the DNR webpage (dnr.wi.gov and search: “Turtle Flambeau amendment”). Please share your perspectives on the following topics – PLEASE BE AS SPECIFIC AS POSSIBLE.

1. What proposed changes described in the amendment do you support? Why?
   None. I do not support making a change to the 1995 master plan.

2. What proposed changes described in the amendment do you oppose? Why?
   I oppose change to the master plan (especially just to make a shorter route) There is already access.

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?

4. What other comments or suggestions would you like to share regarding the proposed amendment?
   Once you open the option of changes to the master plan you will have all kinds of "reasons" & requests - does not enhance the original plan.

5. About you (optional)
   Name: Beth Melvold
   Zip code of primary address: 54552

Please mail this form to:
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P.O. Box 7921
Madison, WI 53707-7921
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john.pohlman@wisconsin.gov
TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

Comment period:
June 11 to July 10, 2018

Public input on the draft amendment to the recreation portion of the 1995 master plan

The Department of Natural Resources (DNR) is proposing a change to the recreation portion of the 1995 master plan to allow the establishment of a 0.5-mile ATV/UTV trail and route across the far northern part of the property. The short trail and route would provide a potential connection between Hadley Road and Popko Circle West Road, both of which are local roads that have been designated as ATV/UTV routes. The proposed amendment would also update the land management classification map and nomenclature and change the classification of a 27-acre parcel to Recreation Management Area.

This form is intended to gather your ideas and perspectives about the proposed amendment. You can review the amendment by visiting the DNR webpage (dnr.wi.gov and search: "Turtle Flambeau amendment"). Please share your perspectives on the following topics – PLEASE BE AS SPECIFIC AS POSSIBLE.

1. What proposed changes described in the amendment do you support? Why?

2. What proposed changes described in the amendment do you oppose? Why?
   - Cost - disruption of wildlife - private land owners many yet to sign any document

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?
   - Forget this proposal

4. What other comments or suggestions would you like to share regarding the proposed amendment?
   - Businesses don’t really need this

5. About you (optional)

   Name: ____________________________
   Zip code of primary address: 54552

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Wisconsin Depart of Natural Resources
P.O. Box 7921
Madison, WI 53707-7921

Or email to:
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Wisconsin Department of Natural Resources
TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

Public input on the draft amendment to the recreation portion of the 1995 master plan

The Department of Natural Resources (DNR) is proposing a change to the recreation portion of the 1995 master plan to allow the establishment of a 0.5-mile ATV/UTV trail and route across the far northern part of the property. The short trail and route would provide a potential connection between Hadley Road and Popko Circle West Road, both of which are local roads that have been designated as ATV/UTV routes. The proposed amendment would also update the land management classification map and nomenclature and change the classification of a 27-acre parcel to Recreation Management Area.

This form is intended to gather your ideas and perspectives about the proposed amendment. You can review the amendment by visiting the DNR webpage (dnr.wi.gov and search: "Turtle Flambeau amendment"). Please share your perspectives on the following topics – PLEASE BE AS SPECIFIC AS POSSIBLE.

1. What proposed changes described in the amendment do you support? Why?
   - [ ] Don't support a 0.5 mile ATV/UTV Trail

2. What proposed changes described in the amendment do you oppose? Why?
   - [ ] Oppose the 27 acre parcel to Recreation Management Area

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?
   - No

4. What other comments or suggestions would you like to share regarding the proposed amendment?
   - You can get to all business and recreation areas without this proposal

5. About you (optional)
   - Name: 
   - Zip code of primary address: 

Please mail this form to:
John Pohlman – IF/6
Wisconsin Dept of Natural Resources
P.O. Box 7921
Madison, WI 53707-7921
Or email to: john.pohlman@wisconsin.gov

Wisconsin Department of Natural Resources
TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

Public input on the draft amendment to the recreation portion of the 1995 master plan

The Department of Natural Resources (DNR) is proposing a change to the recreation portion of the 1995 master plan to allow the establishment of a 0.5-mile ATV/UTV trail and route across the far northern part of the property. The short trail and route would provide a potential connection between Hadley Road and Popko Circle West Road, both of which are local roads that have been designated as ATV/UTV routes. The proposed amendment would also update the land management classification map and nomenclature and change the classification of a 27-acre parcel to Recreation Management Area.

This form is intended to gather your ideas and perspectives on the proposed amendment. You can review the amendment by visiting the DNR webpage (dnr.wi.gov and search: “Turtle Flambeau amendment”). Please share your perspectives on the following topics – PLEASE BE AS SPECIFIC AS POSSIBLE.

1. What proposed changes described in the amendment do you support? Why?
   
   none - we need a master Plan revisated and an amendment.
   A bicycle Trail would be better for our citizens.

2. What proposed changes described in the amendment do you oppose? Why?
   
   forest administer abut only supports 2 businesses.
   80% of the 180 member citizens (Turtle Flambeau
   Flowage Property Owners Association) were polled and

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?
   
   stated they didn't want ATV trails, lets do a complete master plan update. It's been over 20 years since the plan was written.

4. What other comments or suggestions would you like to share regarding the proposed amendment?
   
   I feel the trail system's should be reviewed
   and maybe a bicycle trail would be better.

5. About you (optional)
   
   Name: ____________________________
   Zip code of primary address: ______

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John Pohlman – LF/6
Wisconsin Depart of Natural Resources
P.O. Box 7921
Madison, WI 53707-7921.

Or email to:
John.pohlman@wisconsin.gov
In order for Mecca to succeed we need it all recreation wise. We have great ATU UTV trail system. We have a new bicycle trail system. We have the MECCA x-country ski trail system. We have extensive snowmobile system. Let's keep the TFF a quiet slow boat, canoe, hiking, fishing camping type of recreation area. I strongly feel we don't need more ATU trails and 80% of the property owners Assoc agree with me.

[Signature]
TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

Public input on the draft amendment to the recreation portion of the 1995 master plan

The Department of Natural Resources (DNR) is proposing a change to the recreation portion of the 1995 master plan to allow the establishment of a 0.5-mile ATV/UTV trail and route across the far northern part of the property. The short trail and route would provide a potential connection between Hadley Road and Popko Circle West Road, both of which are local roads that have been designated as ATV/UTV routes. The proposed amendment would also update the land management classification map and nomenclature and change the classification of a 2.7-acre parcel to Recreation Management Area.

This form is intended to gather your ideas and perspectives about the proposed amendment. You can review the amendment by visiting the DNR webpage (dnr.wi.gov and search: “Turtle Flambeau amendment”). Please share your perspectives on the following topics – PLEASE BE AS SPECIFIC AS POSSIBLE.

1. What proposed changes described in the amendment do you support? Why?
   None - This is a bad idea for the Turtle Flambeau Scenic Waters Area.

2. What proposed changes described in the amendment do you oppose? Why?
   Bring ATV/UTV use to the Turtle Flambeau Scenic Waters Area is not a good fit with TESWA. The current TESWA master plan does not allow for ATV use as a form of recreation. N.R. 41.09 (1)(b) is very clean.

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?
   None. I totally understand the amendment.

4. What other comments or suggestions would you like to share regarding the proposed amendment?
   We should encourage all types of biking, hiking, and kayaking.

5. About you (optional)

   Name: __________________________

   Zip code of primary address: 54547

Please mail this form to:
John Pohlman – LF/6
Wisconsin Department of Natural Resources
P.O. Box 7921
Madison, WI 53707-7921

Or email to:
john.pohlman@wisconsin.gov
2. Plan amendments can only take place "without a change in the goal and objectives for the property."

① There is no need for additional ATV/UTV trails. Iron County already has over 200 miles.
   * What about another bike trail? (There is only one at this time)
   * ATV/UTV already have ability to get to the two businesses on Pop-to-Civite.

③ Taxpayer money may be wasted if the private land owner decides to stop the use of his land for this trail.
   * The county is planning on spending at least $100,000 on their side of the trail.

④ Aesthetics
   Noise - There fewer places to get away from noise. Why don't we value the sounds of nature?
   * ATV/UTV are a much better fit with other places. The TF5WA should be prized for its peace and quiet. Other places in the county or state do not have this quality.
John,

Please see attached PDF.

Per our discussion at the open house meeting in Sherman last week, attached please find an "annotated" version of the PDF draft amendment.

I have used the "yellow highlighter" and "sticky box" (text box) tools in Adobe to show where we have concerns and/or comments about the draft amendment. This information is similar to the notes that we reviewed at the open house meeting last week.

Please consider this document to be part of the record for the TFSWA amendment proposal.

Thanks,

Tom Mowbray,

TFF-TL POA
TURTLE-FLAMBEAU
SCENIC WATERS AREA

PROPOSED AMENDMENT

to the recreation portion of the
1995 MASTER PLAN

DRAFT

June 8, 2018

Wisconsin Department of Natural Resources
This PDF version of the draft amendment has been annotated using yellow highlights with nearby text boxes (sticky notes) that shows TFF-TL POA’s concerns and objections to information in the draft.

The information here is similar to what we reviewed when you were at the Town Hall in Sherman last week (I did clean it up a bit).

Tom Mowbray,
TFF-TL POA
6/25/2018
Turtle-Flambeau Scenic Waters Area

MASTER PLAN AMENDMENT
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APPENDIX
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MAPS
Map A: Regional locator
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Map C1: Existing recreation infrastructure
Map C2: Road infrastructure
Map D: Existing land cover
Map E: Federal interest
Map F1: Land management classifications from 1995 master plan
Map F2: Land management classifications with updated classification system (Ch. NR 44, Wis. Adm. Code)
Map F3A: Land management classifications – west side of TFSWA
Map F3B: Land management classifications – east side of TFSWA
Map G1: Proposed ATV/UTV route and trail (close up scale)
Map G2: Proposed ATV/UTV trail-route, Popko Circle Road, and the TFSWA
MASTER PLAN AMENDMENT

Property Name: Turtle-Flambeau Scenic Waters Area (TFSWA)
Date Master Plan was approved: March 1995

A. Overview

This master plan amendment proposes three items:

- Establish an approximately 0.5-mile ATV/UTV route and trail on an existing department forest road to connect two existing ATV/UTV routes on local roads.
- Update the property’s land management classifications and associated map to bring them into compliance with the master planning administrative code (Ch. NR 44, Wis. Adm. Code).
- Change to the classification of one, 27-acre parcel where the ATV/UTV route and trail would be located to Recreation Management Area (Type 3).

Currently, ATVs and UTVs are allowed on Popko Circle East and Popko Circle West roads, which form a loop that runs through the northern third of the TFSWA. This loop, in part, runs adjacent to the main body of the flowage and near Trude Lake. The proposed ATV/UTV route and trail on department land would extend a planned trail across private land and Iron County Forest property. Together, this new 5-mile ATV/UTV riding opportunity would provide a connection between Hadley Road and Popko Circle West Road and would create a shorter alternative to the existing ATV/UTV route through the property (the Popko Circle loop), which is nearly 2.5 miles in length (Map G2).

The proposed route and trail would be unpaved (as opposed to the Popko Circle loop) and thus would provide a more desirable experience for most riders. Because of the shorter distance and unpaved surface, the department expects that at least some of the ATV/UTV traffic currently using the Popko Circle loop will shift to the proposed new route and trail. As a result, a reduction in ATV/UTV sounds heard on the main body of the flowage and the Trude Lake area are expected.

In addition to evaluating the proposed ATV/UTV route and trail, the department is using this planning process to update the property’s land management classifications and make a change to the classification of one, 27-acre parcel. No change to the property’s goals or objectives are proposed as part of this amendment. Aside from the portions addressed in this document, the components of the 1995 master plan related to recreation use and management remain unchanged. Similarly, no changes to habitat management objectives or strategies are proposed. The existing vegetation management techniques (e.g., timber harvest, prescribed fires and mowing) remain in effect.
4-4.5 miles per Eric Peterson

We disagree, we believe that the adding of an ATV trail to the TFSWA represents a clear change in the Goals and Objectives of the 1996 TFSWA master plan.
B. Amendment to the Turtle-Flambeau Scenic Waters Area master plan

1. Introduction

This proposed amendment to the 1995 master plan designates a rest logging road on department land (see Map G1) as an ATV/UTV route and trail.1 This amendment does not authorize other ATV/UTV trails or routes on department-owned lands within the TFSWA. ATV/UTV use on this route and trail may not occur until appropriate signage has been placed and any necessary maintenance or improvements are completed.

This amendment updates the nomenclature of the property’s land management classification map to bring it into compliance with the master planning administrative code (Ch. NR 44, Wis. Adm. Code). In addition, this amendment changes the land management classification of the 27-acre area where the ATV/UTV route and trail would be located from Scenic Resource Management Area to Recreation Management Area.

The TFSWA is within the ceded territory and this amendment recognizes the opportunity for tribes with off-reservation hunting, fishing and gathering rights to continue to exercise those rights. This amendment does not impair the tribes’ ability to exercise their off-reservation rights.

2. Proposed updates and changes to the 1995 master plan

a) Authorize limited motorized recreation to provide a connection between existing ATV/UTV routes

The portion of the lightly-developed department logging road that is open to highway-licensed vehicles, the first 200 feet from Popko Circle West Road to a short bridge, is proposed to be designated as an ATV/UTV route. The second stretch of road, from the bridge to the end of the department ownership (approximately 750 yards, 0.4 miles) is closed to public highway-licensed vehicles (and would continue to be closed); this section is proposed to be designated as an ATV/UTV trail.

The ATV/UTV route and trail on department land would be part of a connection between Hadley Road and Popko Circle West Road that would also pass through private land and Iron County Forest land. The route and trail, including the short stretch on department land, would be operated by Iron County. This alignment would provide a shorter and unpaved connection between Hadley Road and Popko Circle West Road than the existing paved Popko Circle East and Popko Circle West loop (see Map G2).

The department would enter into a land use agreement with Iron County for maintenance and management of the route and trail on department land. The department may restrict or temporarily prohibit ATV/UTV use

---

1 Like local roads, department-managed roads that are designated for use by ATV/UTV and that are open to the public to drive highway-licensed vehicles are referred to as “routes.” Roads that are designated for use by ATV/UTV and that are closed to the public to drive highway-licensed vehicles are referred to as “trails.”
Per Eric Peterson, the portion of the proposed trail on TFSWA land will be 50-50 split between old logging road and newly cut trail.

There was some issue with the description here, can't remember exactly what it was.
on this road if necessary to avoid conflicts with logging or other management operations or to address other public safety concerns.

The portion of the forest road that is closed to public vehicles is currently used by a private citizen to access their property to the east of department-owned land. This access is covered through a land use agreement the resident has with the department. The land use agreement with the resident will remain in effect and they will continue to have vehicle access to their property on this road.

Management of the proposed ATV/UTV route and trail would involve two phases:

(1) Initial preparation. The department would conduct an inspection to ensure that any safety or environmental concerns are addressed before the ATV/UTV route and trail on department land would be opened. In addition, appropriate signage is required. Both addressing safety/environmental issues and placing signage may be completed by Iron County or a partner organization.

(2) Ongoing monitoring and maintenance. As a designated use area on the property, the department would be required to inspect this alignment twice a year, once before July 1 and once after July 1. These inspections are intended to help the department identify and address recreation, ecological, and environmental issues and concerns in a timely way. An issue of particular concern is the potential spread of invasive species in the area. If issues arise, property management staff would work to monitor and address conditions as resources permit. As with any recreation facility on any department property, if use of this ATV/UTV route and trail result in unacceptable impacts or issues, the department may close the trail/route as necessary to protect the property and its natural resources. Monitoring and management tasks may be completed by Iron County or a partner organization.

If changes occur in the routes and trails in the area open for ATV and UTV use, such that this proposed ATV/UTV route and trail on department land no longer serve the purpose of connecting to a regional network, the department may close this road and trail to motorized recreational use.

PROPOSED WORDING CHANGES:

Page 30

The current master plan language and the proposed additions (grey highlight) are:

E. Aesthetic Management

1. Roads

To maintain the “wild” character of the TFSWA, ensure minimum disturbance of wildlife, reduce potential erosion and reduce motorized traffic, the department will close roads constructed for forest management activities Road closure will be accomplished using natural barriers. Log loading areas will be converted into grassy or brush wildlife openings. To facilitate the connection of a regional network for ATV/UTV riding, the department will designate an approximately 0.5-mile ATV/UTV route and trail on the existing lightly-developed logging road that leads off Popko Circle Road West.

This additional language to the master plan is a minor exception to the general provision related to closing logging roads to motorized vehicles. This change will enhance the diversity of outdoor recreational opportunities available on the TFSWA property and would provide access for the elderly and people with disabilities without altering the current aesthetics of the 0.5-mile route and trail.

Highway-licensed vehicles will still be allowed on the short (~200’) stretch of department road connected to Popko Circle Road West and prohibited on the closed portion of the road east of the bridge. No changes to the open/closed status of this road for public highway-licensed vehicles is proposed.
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<td>The proposed trail is not needed “To facilitate a connection of a regional network...”.</td>
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<td>5</td>
<td></td>
<td>Per Eric Peterson, about 1/2 of this proposed trail will be newly cut, not on old logging road.</td>
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<td>6</td>
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<td>How can that be done &quot;...without altering the current aesthetics ...&quot;</td>
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</table>
The current master plan language and the proposed additions are:

H. Recreational Management and Developments

5. Roads and access

The department will maintain road access to all developed boat landings. Secondary roads not needed for public access will be closed to motorized vehicles to eliminate potential conflicts between recreational users. Secondary roads will be open to foot travel and other non-motorized transportation, including cross-country skiing, mountain bikes, and horseback, unless specifically posted closed. The approximately 0.5-mile lightly-developed logging road that leads off Popko Circle Road West will designate as an ATV/UTV route and trail.

The designation of the ATV/UTV route and trail on the secondary road is needed for public access to connect a longer alignment that provides a connection between Popko Circle Road West and Hadley Road. Thus, this change to the master plan is consistent with the general provision related to closing secondary roads to motorized vehicles unless needed for public access. The road will remain closed to public vehicle use and this use will not impede the department’s ability to generally provide opportunities for foot travel and other non-motorized transportation, including cross-country skiing, mountain biking, and horseback riding on the property.

The current master plan language and the proposed changes are:

H. Recreational Management and Developments

6. Trails

A number of county-designated snowmobile trails are located within the project boundary (Figure 2). No new snowmobile or ATV trails are planned. The approximately 0.5-mile lightly-developed logging road that leads off Popko Circle Road West will be designated as an ATV/UTV route for the first 200 feet from Popko Circle West Road and an ATV/UTV trail from the bridge to the end of the department ownership (approximately 750 yards, 0.4 miles). No additional ATV/UTV trails or routes are planned or authorized on the TFSWA.

This change to the master plan updates the department’s extent of future management actions. At the time the 1995 master plan was developed, no new snowmobile or ATV trails were planned. As demands have evolved over the last two decades, the department now plans to designate a 0.5-mile ATV/UTV route and trail, but is not planning any additional routes or trails for motorized recreational use.
Again, our understanding is that the proposed trail on TFSWA lands will be a combination of old logging road and newly cut trail. (Eric Peterson)

Words like “intent” and “planning” are not very reassuring. The 1995 TFWSA plan said “No new motorized trails were planned”, but today there is an attempt to add motorized trails to the TFSWA.

If WDNR really means what you have said here, take steps to add recreational use sub-classes that preclude any future motorized trails.
b) Land management classifications updates and modifications

The purpose of the land management classification system is to describe the primary management focus in different parts of a property. The 1995 master plan describes land classifications based on the department’s Uniform Land Use Classification System from the Master Planning Handbook, which was the guidance document the department used before the master planning administrative code was adopted in 1996. The department now follows the land management classification system described in Ch. NR 44.06 and 44.07, Wis. Adm. Code.

This amendment proposes to both update the land management classifications to bring their nomenclature into alignment with Ch. NR 44.06 and 44.07, Wis. Adm. Code and change the classification of one, 27-acre parcel where the ATV/UTV route and trail are proposed. Management of the property within the different management areas will be conducted as stated in the 1995 master plan and as described in the following updates and clarifications.

**PROPOSED WORDING CHANGES:**

The following material will replace Chapter V. Section B (pages 22 and 23).

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B. Land Management Classification

All lands that will potentially be managed by the department in the TFSWA are classified following Ch. NR 44.06 and NR 44.07. The purpose of this classification system is to describe the primary management focus for various areas within the TFSWA. See Map F3A and Map F3B for the locations of these areas.

1. Scenic Resources Management Areas (25,901 acres total)

   The primary intent of the Scenic Resources Management Area around the flowage is to provide an aesthetically pleasing place for visitors. With the exception of the Recreation Management Area and the Native Community Management Areas, a 300-foot strip of land along the entire shoreline (including islands) of the Turtle-Flambeau Flowage, and the entire shoreline of other navigable waters within the project boundary, will be classified as Scenic Resources Management Areas. Other areas outside this 300-foot strip that are visible from the flowage are also considered to be part of the "viewsed" and will be classified as Scenic Resources Management Areas. A strip of land measuring 150 feet in width along either side of all public roads will also be classified as a Scenic Resources Management Area.
Again, want to stress our concern that all the MP changes for land use classes and rec use sub-classes have been initially made by WDNR w/o significant chance for discussion of these complex issues with all interested parties.
Management in the Scenic Resources Management Areas is focused on minimizing human influences and maintaining significant natural resources. Management activities emphasize the maintenance of natural conditions with a minimum of human intervention and limited development.

The Scenic Resources Management Areas must have a recreation use setting “sub-classification” (see sidebar). Lands within the Scenic Resources Management Area will have a Type 3 sub-classification.

The Type 3 sub-classification seeks “to provide readily accessible areas with modest recreational facilities offering opportunities at different times and places for a variety of dispersed recreational uses and experiences.”

As required by Ch. NR 44.06(2), some land management classifications must also have a “sub-classification” that provides further information on the recreational setting that is being provided. These recreational use settings, ranging from Type 1 to Type 4, further describe the intended recreation experiences and the general management objectives for the areas.

At one end of the spectrum, Type 1 areas are remote, large, wilderness settings where visitors experience solitude, self-reliance and often challenging conditions. To date, no department lands have a Type 1 sub-classification. At the other end of the spectrum, Type 4 areas provide a relatively high level of user comfort. The sights and sounds of human activity are typically common in Type 4 areas and a variety of trail types and recreation facilities - such as day use areas, campgrounds and visitor centers - may be present. Although many recreation properties have Type 4 areas within them, most of these areas are small and typically don’t exceed 40 acres.

### MANAGEMENT AREA SHORT-TERM AND LONG-TERM OBJECTIVES:

- Promote, maintain and enhance a natural, wild appearing landscape around the flowage and in other designated public use areas. To the degree possible, manage to emphasize a feeling of remoteness, solitude and a natural, undeveloped appearance. The vegetation will be characterized by a mature forest dominated by long-lived species including red and white pine, especially large diameter trees.
- Maintain a low level of recreation facility development adequate to provide primitive or semi-primitive, water-access camping opportunities, boat access, trails and trailheads, restroom facilities and drinking water, and parking.

### MANAGEMENT PRESCRIPTIONS:

The management prescriptions to be used in the Scenic Resources Management Areas remain the same from the 1995 master plan. See:

- Chapter V, Section C. Vegetative Management, 1 and 2.
- Chapter V, Section H. Recreation Management and Developments.

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2 Ch. NR 44.07(6)a.

### Willow Fl owage

A comparable property, the Willow Fl owage Scenic Waters Area, is located about 25 miles to the south and has recreational uses and management goals very similar to the TFSWA. Like the TFSWA, the Willow Fl owage has a Scenic Resources Management Area along a 300-foot wide swath around the flowage. In the recently approved master plan (2016), the area was assigned a Type 3 recreational use sub-classification.
2. Habitat Management Areas (13,192 acres total)

The intent of this classification is to manage and preserve a variety of high-quality habitat types. A variety of forest management activities will be used to maintain aspen, red pine and oak types and to minimize impacts to forest aesthetics. Regeneration and final harvest cuts will be allowed as needed to maintain the existing aspen, red pine and oak types, but with certain restrictions designed to minimize adverse impacts on forest aesthetics. These restrictions include the following: Aspen will be allowed to reach "old age" before it is harvested (maximum rotation); no regeneration cuts will exceed 40 acres in size; regeneration cuts will be set up with irregular boundaries; and slash will be reduced so that it does not exceed two feet above the ground.

MANAGEMENT AREA SHORT-TERM AND LONG-TERM OBJECTIVES:

- Establish and maintain a diversity of forest habitats and age classes to support a variety of wildlife habitats and rare plants and animals.
- Offer a range of opportunities for dispersed recreation in an aesthetic forest setting. Maintain a low level of recreation facility development adequate to provide a variety of trail opportunities including hiking, cross-country skiing and snowmobiling, along with adequate parking.
- Provide a portion of an ATV/UTV route and trail at the far northern edge of the property, link

MANAGEMENT PRESCRIPTIONS:

The management prescriptions to be used in the Habitat Management Areas remain the same from the 1995 master plan. See:

Chapter V, Section C. Vegetative Management, 3.

Chapter V, Section D

Chapter V, Section H. Recreation Management and Developments.

In addition, develop and maintain an approximately 0.5-mile ATV/UTV route and trail on a lightly-developed department road at the far northern edge of the property that provides part of a linking riding opportunity between Hadley Road and Popko Circle West Road. Develop and maintain the route and trail on department land following the department’s Design Standards Handbook⁴ and the standards established in NR 44.07(6).

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⁴ Department Design Standards Handbook 8605.1
The link is already in place. The main reason for this trail is to make for a shorter trip.
3. Native Community Management Areas (7,166 acres total)

The intent of this classification is to manage and preserve areas of high ecological quality as well as maintain and restore native plant and animal communities, and other aspects of native biological diversity. Management activities are designed to achieve land management objectives through natural processes (passive management) or management techniques that mimic natural processes (active management) when possible.

Several areas in the TFSWA have been identified as having native biotic communities or other natural features which are relatively undisturbed and which provide opportunities for nature study, education and aesthetic appreciation. Natural physical and biological processes will operate in these areas with a minimum of human intervention.

Nearly all of the land within this classification is designated as the Turtle-Flambeau Pattered Bog State Natural Area, which encompasses 5,460 acres in seven sections within the TFSWA property. The State Natural Area complements the Wild Resource Management Area and the Manitowish River Wilderness Area in the Northern Highland-American Legion State Forest.

MANAGEMENT AREA SHORT-TERM AND LONG-TERM OBJECTIVES:

- To preserve native communities in a natural condition with minimal human disturbance.
- Maintain a low level of recreation facility development. Provide primitive, water-access camping opportunities.

MANAGEMENT PRESCRIPTIONS:

The management prescriptions to be used in the Native Community Management Areas remain the same from the 1995 master plan. See:

Chapter V, Section C. Vegetative Management, 5.

Chapter V, Section H. Recreation Management and Developments. The Native Community Management Area portion of the shore does not have a recreational setting designation; however, campsites or other recreation facilities on these lands shall meet the same standards as the Scenic Resources Management Area.
Why not add that the Rec Use subclass is effectively a type 3?

This would make for much better understanding of what is actually being proposed without having to refer back to another section of the document.

Again, we believe that a large majority of this management area should be a type 2 recreation use area.
4. Wild Resources Management Area (2,314 acres total)

The intent of this classification is to maintain the site’s natural characteristics and to manage for old-growth forest types. One management area has this classification and is adjacent to the Manitowish River Wilderness Area in the Northern Highland-American Legion State Forest.

Forestry practices will be limited to managed old-growth types. Selection cuts to maintain a "wild" quality will be permitted. The Wild Resource Management Area will have many characteristics similar to a Wilderness Area, but some selection cutting will be allowed. No clear cutting will be allowed. Before any management activities occur in this area, the Division Administrator will approve an implementation plan that outlines under what conditions specific management activities will be used in this area.

As required by Ch. NR 44.06(2), the Wild Resources Management Area must have a recreation use (setting) sub-classification. The recreation setting for the Wild Resources Management Area on the TFSWA is classified as Type 2, the same as the sub-classification for the adjacent Manitowish River Wilderness Area. This sub-classification seeks to provide a remote or somewhat remote area with little development and a predominantly natural-appearing environment offering opportunities for solitude and primitive, non-motorized recreation.

MANAGEMENT AREA SHORT-TERM AND LONG-TERM OBJECTIVES:

- Promote, maintain and enhance a natural, wild appearing landscape. The vegetation will be characterized by a mature forest dominated by long-lived species, especially large diameter trees.
- Maintain a very low level of recreation facility development limited to access sites.

MANAGEMENT PRESCRIPTIONS:

The management prescriptions to be used in the Wild Resources Management Areas remain the same from the 1995 master plan. See:

Chapter V, Section C. Vegetative Management, 2 and Section D. Wildlife Management.

Chapter V, Section H. Recreation Management and Developments.

The standards established for Type 2 recreation settings in NR 44.07(5) would be followed.
Again, why not just state that this management area will be a type 2?

This language could be more clear and easily understood by the average reader.

We believe that serious consideration should be given to calling a large majority of this area a type 1 setting.

I doubt there is anywhere in WI that is more "wild" than this part of the TFSWA. Leave a strip of land along Murray's Landing road as type 2, the remainder should be type 1.
5. **Special Management Area** (893 acres total)

This area includes the Dead Horse Lake-Ruffed Grouse Demonstration Area (Figure 6 of the 1995 master plan), which is managed to show different management techniques best suited to ruffed grouse production. This project is funded by the Ruffed Grouse Society and administered by the department.

MANAGEMENT AREA SHORT-TERM AND LONG-TERM OBJECTIVE:

- Research and identify management techniques that provide high-quality habitat for ruffed grouse. Also include sites that demonstrate less desirable conditions for ruffed grouse but which provide other natural resource benefits.

MANAGEMENT PRESCRIPTIONS:

The management prescriptions to be used in the Special Management Areas remain the same from the 1995 master plan. See:

   Chapter V, Section C. Vegetative Management, 4 and Section D. Wildlife Management – b.
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I do not see where there has been a rec use sub-class assigned to this area. WHY??
6. Recreation Management Area (27 acres total)

The intent of this classification is to provide a range of recreational opportunities and the facilities necessary to support high-quality experiences. The approximately 27-acre parcel will be managed to provide a 0.5-mile ATV/UTV route and trail (which is part of a link between Hadley Road and Popko Circle West Road) on an existing, lightly-developed department forest road. As an open department road, the ATV/UTV route will also be open for use by highway-licensed vehicles, hikers, bicyclists, horseback riders, snowshoers and cross-country skiers. The ATV/UTV trail will also be open for use by hikers, snowshoers and cross-country skiers.

In addition, some limited recreation facilities including parking and an unimproved carry-in canoe access path to the Little Turtle River are also provided at this site.

As required by Ch. NR 44.06(2), Recreation Management Areas must have a recreation use (setting) sub-classification. This amendment establishes the recreation setting for the Recreation Management Area on the TFSWA as Type 3.

MANAGEMENT AREA SHORT-TERM AND LONG-TERM OBJECTIVE:

- Provide an ATV/UTV riding opportunity across this area to link trails and routes on adjoining lands or local roads.
- Provide parking for up to 4 cars to accommodate visitors hiking, cross-country skiing, gathering wild edibles, bird watching and pursuing other activities in this portion of the TFSWA.
- If demand warrants, improve the carry-in canoe access.
- Establish and maintain a diversity of forest habitats and age classes to support a variety of wildlife habitats and rare plants and animals.

MANAGEMENT PRESCRIPTIONS:

- Maintain the existing logging road as a lightly-developed road that provides ATV/UTV riding opportunities that link Popko Circle West Road with the planned ATV/UTV trail on private land and Iron County Forest land to the east.
- Develop and maintain the ATV/UTV route and trail on department land following the department’s Design Standards Handbook and the standards established in NR 44.07(6).4
- Maintain the small parking area; grade and add gravel as needed.
- Maintain a small carry-in canoe access to the Little Turtle River.
- Manage the vegetation as described in Chapter V, Section C. Vegetative Management, 1 and 4 of the 1995 master plan.

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4 Department Design Standards Handbook 8605.1
Object to the description of this management area as "high quality experience". It may be that type of experience for some, but certainly not for all.

Much more clear if you were to add that the PROPOSED ATV/UTV route being described is only 200 feet long. Very misleading.

How much use will a 200' long trail get by all the different types of users listed here?

How is this trail going to be used by snowshoers and cross country skiers if the middle section (on private property) is gated off and closed to all users from October 1 through mid-May the following year?

Not much snow from Mid-May to end of September.
3. How the proposed amendment is consistent with the 1995 master plan and administrative codes

The proposed amendment is consistent with the 1995 master plan and administrative codes as follows:

a) **No changes** to the TFSWA property goals and objectives are proposed.

b) Except for the one, 27-acre parcel where the ATV/UTV route and trail area planned, the amendment updates the land management classifications and the associated map using the categories in Ch. NR 44.06 and NR 44.07 and maintains the management areas’ intent, objectives, and prescriptions.

c) Management of existing recreational uses and opportunities (e.g., fishing, boating, hiking, cross-country skiing, snowmobiling, hunting) remains unchanged.

d) The proposed ATV/UTV trail provides a connection for existing ATV/UTV use and is consistent with a request from local government to accommodate the use as part of a larger trail system.

e) Providing a **skiing** ATV/UTV route and trail across a short section at the far northern portion of the property will be a way for the department to accommodate compatible recreational opportunities for the public.

f) Because only the entrance of the ATV/UTV route onto Popko Circle Road West would be visible (where highway-licensed vehicles are already visible), the proposed ATV/UTV use would not affect the existing scenic beauty of the flowage.

g) Because the ATV/UTV route and trail **could be located on an existing logging road, clearing would not be required.** The scenic zone along roadways would not be impacted by route or trail development as no area off the road bed would be disturbed.

h) ATV/UTV route and trail development and use would not preclude or detract from the primary management objective, managing for a diversity of habitat types, of the Habitat Management Area.

i) The use of the route and trail would not preclude access for resource management purposes.

j) The department’s ability to protect, maintain and enhance wildlife populations, with particular emphasis on rare, endangered and threatened species found in the TFSWA is influenced by many factors. The proposed ATV/UTV route and trail may require **additional efforts to address invasive species, erosion, litter, or other issues that may emerge,** but they are not expected to prevent the department from successfully protecting, maintaining and enhancing wildlife populations on the property, including rare, endangered and threatened species.

k) The proposed ATV/UTV route and trail are not expected to affect the department’s ability to inventory, conserve and maintain those areas containing unique biotic communities.

l) The proposed ATV/UTV route and trail are not expected to affect the department’s ability to maintain a quality fishery and fishing opportunities for the many anglers who visit the flowage annually.

m) The proposed ATV/UTV route and trail will be part of the department’s efforts to provide facilities for a **diversity of outdoor recreational opportunities.** Because the proposed ATV/UTV route and trail is located near the periphery of the property, it would have minimal impact to the primary recreational users of the property.

n) The proposed ATV/UTV route and trail would provide recreational access for the elderly and people with disabilities.
We disagree.

Adding ATV trails to the TFSWA are clearly not anticipated by the 1995 goals and objectives in the master plan.

There is already ATV access to all business and rest of trail system.

There is no "link" being proposed. This proposal will allow for quicker and shorter access to business and rest of trail system.

We do not agree with your definition of "compatible" recreational opportunities.

What about the sound of ATV's in this area. Will that sound and overall ATV activity have impacts and effects on other users and wildlife ?

Per Eric Peterson Iron County Forest Administrator who is responsible for building this trail (if approved), about 50% of the proposed trail will have to be newly-cut and the remaining 50% will be old logging road.

Who will pay for and perform these "additional efforts ? What current budget lines will be reduced to allow this extra effort ?

Has the ATV club committed to do these things ?

The Lake Assoc. has been working with WDNR for 15+ years to control invasives.

An Association member, through the Natural Resources Foundation, been helping fund erosion control work through Natural Resources Foundation grants for the last 5-7 years.

These efforts will be a duplication of currently existing ATV access to all current business and other parts of the trail system in Iron County.

Is this the best use of limited Department dollars ?
o) The proposed development of the ATV/UTV route and trail will not substantively affect the management and use of adjacent areas. The nearest public lands are Iron County Forest, which supports the proposed route and trail development.

p) The master plan and this amendment establish management, development and public use for the property.

q) The TFSWA is within the ceded territory and this amendment recognizes the opportunity for tribes with off-reservation hunting, fishing and gathering rights to continue to exercise those rights. This amendment does not impair the tribes’ ability to exercise their off-reservation rights. The department continues to work through our Tribal Liaison to engage and consult with the Tribes on a government to government basis.

4. How the proposed amendment changes the 1995 master plan

The proposed amendment changes the 1995 master plan as follows:

a) The amendment would allow an approximately 0.5-mile department logging road to be used as an ATV/UTV route and trail.

b) The amendment would update the land management classifications and associated map for the property to make them consistent with Ch. NR 44.06 and NR 44.07.

c) The amendment would change the land management classification of the 27-acre parcel where the ATV/UTV route and trail would be located from Scenic Resources Management Area to Recreation Management Area, Type 3.

C. Consistency in operations

This amendment does not make any changes to the structure or process in the department’s interactions with partner groups and local governments. The department may continue to engage in collaborative projects with various partners and to enter into agreements as necessary to seek mutually beneficial outcomes.

The department would continue to use and require best management practices (BMP) for erosion, noise and dust control for all construction activities, including proper erosion/siltation control during construction of the proposed recreation facilities. All facilities would continue to be constructed according to department facilities design standards and subject to necessary permits.

Lands around the flowage that are within the Federal Energy Regulatory Commission (FERC) project boundary are subject to a series of plans describing habitat and recreation management. These plans are implemented by Xcel Energy, the holder of the FERC license to operate the dam and associated facilities. The FERC project boundary includes all lands up to an elevation of 1572 feet above sea level. The proposed ATV/UTV route and trail on department land is above this elevation and thus is outside of the FERC boundary.
Something is missing here.

This sentence does not make sense.

Again, we quote Eric Peterson who says the proposed trail will be about 50% newly cut and 50% on old logging road.

New Land Management classes and Recreation Use sub-classes were assigned by WDNR prior to public discussion by interested parties.

When working with a master plan that is almost 10 years past the normal 15 year time-frame for a Revision, why not do a complete job, open up the process to review the master plan for the entire property, not just an ATV trail.

Very short-sighted.
SUPPORTING INFORMATION

The TFSWA is located in Iron County in northern Wisconsin and encompasses over 35,000 acres (Map A and Map B). A variety of recreation facilities are currently provided, including water-access camping (Map C1). A small number of department-managed roads exist, most of which are closed to vehicles (Map C2). The property is largely wooded with some extensive wetlands (Map D).

In addition to the material presented in Chapter 3 and Chapter 4 of the 1995 master plan, the following background information provides context for this amendment.

A. Master plan revisions, amendments, and variances

The Department of Natural Resources (department) owns over 500 properties encompassing more than 1.6 million acres on behalf of Wisconsin residents. With multiple opportunities for the public to provide input, the department develops management plans (what are known as master plans) to guide the use and operation of these properties. At heart, master plans are “instruction manuals” that describe the property’s vision, goals and objectives, the recreational uses and habitats that will be provided, and the management strategies and techniques that will be used. Master plans require Natural Resources Board approval.

In some situations, conditions or opportunities change at properties that result in a need to modify master plans. Chapter NR 44, Wis. Admin. Code provides three methods to change master plans: (1) a master plan revision, (2) a master plan amendment, or (3) a master plan variance. A master plan revision process is pursued when there is a need to potentially change property-level goals or objectives. This degree of change nearly always leads to changes in the management purposes and objectives for much of or the entire property.

An amendment process is used when proposed modifications include a change to the management objectives for one or a few management areas on a property. In these cases, there is a need to adjust one or more of the “land management classifications” but not to change the overall property’s goals or objectives. These classifications indicate a primary management purpose for an area; examples are: Forest Production Area, Habitat Management Area, and Recreation Management Area.

A variance process is used when changes are proposed to the use or management of part of a property (a management area) and these changes are consistent with that area’s objectives. That is, variances are used when the department seeks to achieve the objectives for a management area in a different or additional way. Examples could include using new habitat management techniques or adding a recreational use to an area. Variances do not require a change to a property’s land management classifications nor its goals and objectives.

The Natural Resources Board must approve the initiation of master plan revision or amendment processes as well as the resulting revision or amendment document. The department is authorized to initiate a variance process and approve a variance document. All three processes require public involvement.
As you already know, we strongly disagree with WDNR's attempt to redefine the very clear language and intent of NR44.04 (1) (b) and (c).
Over the last several years, the department received requests from the local ATV club and Iron County to provide access for motorized recreational vehicles (specifically ATVs and UTVs) across the far northern portion of the Turtle-Flambeau Scenic Waters Area to connect existing ATVs/UTV routes. The department’s initial assessment was that the potential project, or other changes to the use and management of the property that the public may have requested during the initial scoping phase of the planning process, might have required a change to the management objectives of some parts of the property or to property’s land management classifications. As such, the department sought and received authorization from the Natural Resources Board to initiate a master plan amendment process.

As the department considered public input from the initial comment period, it concluded that the only modification to the use of the property that warranted evaluation was a potential new ATV/UTV route and trail. Although an ATV/UTV route and trail are allowable within the existing land management classifications (and thus could be addressed through the use of a master plan variance), the department concluded that it was appropriate to change the land management classification of the small area where the ATV/UTV route and trail are proposed.

In addition, the department is using the evaluation of the requested change as an opportunity to update the land management classification map to bring it in compliance with the master planning code (Ch. NR 44, Wis. Adm. Code). This mapping update does not change the objectives or management techniques for the property, but does constitute an amendment to the master plan.

B. Accomplishments since the master plan was approved in 1995

One of the department’s aims for the property is to maintain or enhance facilities for a diversity of outdoor recreational opportunities. Since the master plan was approved in 1995, the following items have been completed as part of recreation management on the Turtle Flambeau Scenic Waters Area:

- Since 1995 a portage trail between Horseshoe Lake and the Flambeau River has been maintained by volunteers from the Turtle Flambeau Flowage and Trude Lake Property Owners Association. In 2014, department staff added a portage trail between the flowage and Trude Lake.
- In 2004, the Little Turtle Flowage Wildlife Area was added to the TFSWA, including the MECCA cross-country ski trail system, from Iron County. The MECCA Cross-County Ski Club continues to maintain and groom the ski trails under a land use agreement. The department manages the Little Turtle Flowage for wildlife habitat and wildlife viewing.
- In 2005, improvements were made to several boat landings. At Fisherman’s Landing the ramp and parking areas were improved and a new pier and pit toilet building were installed. A new pier was constructed at Sportsman’s Landing and a pit toilet was installed at Murray’s Landing.
- In 2007, the bridge to Big Island was replaced.
- In 2009, six group campsites and two pit toilet buildings were developed on Big Island, increasing the number of group campsites on the property to 8 and increasing the total number of campsites on the flowage to 66. These six group campsites are available by reservation only.
- In 2010, a tornado swept through the middle of the flowage. Several campsites were destroyed and had to be moved to different locations because of the damage.
- In 2013, the bridge on Popko Circle Road West was elevated and replaced to enhance boat access between the flowage and Trude Lake.
- In 2016, a master plan variance authorized the re-routing of a ¾ mile section of snowmobile trail from private property onto TFSWA property.
Although ATV/UTV trails may be allowable with existing Land Management classes, adding these uses to the TFSWA clearly is a change to the existing Goal and Objectives, and intent of the 1995 TFSWA master plan.

Per actual language in NR44.04, when Goals and Objectives of a master plan change, a plan revision is called for.

This is the first we have heard that we are maintaining this portage trail.

Was there a master plan change of any type to add the trail from the TFF to Trude Lake??
C. Purpose and need for the master plan amendment

Since the master plan was approved in 1995, several trends in recreation participation, along with changes to the use and management of surrounding public lands, have placed different and new demands on the property. An additional factor is the number of local governments that now allow motorized recreational vehicles, such as ATVs and UTVs, on local roads. The Town of Mercer, in which this part of the TFSWA is located, passed an ordinance in 2008 designating all Town roads as ATV/UTV routes, except those specifically closed by the Town Board. Thus, some roads that pass through the TFSWA are currently open to use by ATVs and UTVs.

The department was approached by a local ATV club and Iron County to evaluate options to enhance ATV/UTV riding opportunities. Iron County already has one of the most extensive networks of ATV/UTV trails and routes in the state, in large part because of the number of local and county roads that are designated as ATV/UTV routes. Popko Circle Road, a winding paved road that runs through the TFSWA property, is designated as an ATV/UTV route (see Map C1, Map C2 and Map G2).

UTV and UTV tires are not designed for use on pavement and Popko Circle Road does not provide a high-quality experience for riders. Although the road enables residents that live here to access other trails and routes directly from their houses, the desire of the ATV/UTV riding community is to use trails or unpaved routes to move across the far northern part of the TFSWA property.

The proposed amendment also enables the department to update the land management classification map and nomenclature to bring them into compliance with the property planning administrative code (Ch. NR 44.06 and NR 44.07).

D. Anticipated outcomes if the proposed ATV/UTV route and trail are implemented

1. Impacts to physical environment

   Land and geologic resources

   The proposed ATV/UTV route and trail would be located on an existing department road that is used by a resident to access their property and occasionally used to support logging operations on the TFSWA. The designation of this road for use by ATVs and UTVs is not expected to affect land or geologic resources.

   Air resources

   Based on Wisconsin Department of Transportation data, about 450 vehicles a day currently pass along Popko Circle Road, although this varies seasonally. An unknown amount of this traffic is currently ATVs and UTVs, although it is expected to be a small subset of the total vehicle traffic. The proposed connecting ATV/UTV route and trail is likely to draw some of the existing ATV/UTV use away from Popko Circle Road as well as result in a modest increase in overall use. Thus, impacts from emissions from ATVs and UTVs may decrease slightly along Popko Circle Road and increase in the wooded corridor along the proposed route and trail alignment. This alignment could also have increased dust from ATV and UTV use, although given the soil types present it is expected to be minor and localized.

   Water and wetland resources

   The proposed route near Popko Circle West Road passes over a small bridge that spans a backwater channel of the flowage. No impact to this channel or the flowage is expected from authorizing ATV and UTV use of the existing forest road. Immediately east of the channel, the road passes over short stretch of flat, somewhat

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5 See https://trust.dot.state.wi.us/roadrunner/
<table>
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<tr>
<th>Number</th>
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<th>Subject: Highlight</th>
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<td>Then why are ATV's allowed on paved roads?</td>
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<td>Or is this really a desire on the part of business owners who believe they will benefit from ATV traffic?</td>
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<td>Subject: Highlight</td>
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<td>Per Eric Peterson, the proposed trail on TFSWA land will be around a 50-50 split between old logging road and newly cut trail.</td>
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</table>
poorly drained terrain comprised of Wormet sandy loam soils; necessary mitigation measures would be taken if substantial impacts are likely or do occur in the future.

2. **Impacts to biological resources**

   **Terrestrial resources**

   The area through which the proposed trail/route would run is generally a mix of northern hardwoods with pockets of mesic forest and hemlocks. It has been lightly logged in the past and is in good ecological health.

   Depending on the level of ATV/UTV use, the presence of these vehicles may disturb species dependent on forest interior conditions (e.g., wood thrush, scarlet tanagers, veerys and several warbler species). Populations of these species may be locally reduced due to ATV/UTV use of this corridor.

   Invasive species are an ongoing challenge for land managers throughout the state. ATVs and UTVs can inadvertently transmit invasive species as they move from one area to another. Often, these machines carry mud and vegetation in their treads or stuck to their underside. Because they can travel considerable distances, ATV and UTV riders can spread terrestrial invasive species over large areas. **Is the potential spread of garlic mustard and non-native earthworms, both of which can have very destructive impacts to ecological conditions.**

   **Aquatic and wetland resources**

   No direct impacts to aquatic habitats or wetlands from ATV/UTV use on the existing road are expected.

   Although only a short stretch of the actual proposed route and trail are near wetlands and the flowage (near Popko Circle West Road), the proposed ATV/UTV use passing through the property would provide a potential vector for aquatic and wetland-related invasive species into the property. Given some invasive plants’ ability to spread prolifically (e.g., reed canary grass), once introduced they could potentially affect vegetation throughout the TFSWA.

3. **Impacts to cultural, historic or archaeological resources**

   No known cultural, historic or archaeological resources are known along the proposed ATV/UTV route and trail.

4. **Impacts to recreation participation**

   The proposed establishment of the ATV/UTV route and trail connecting Hadley Road and Popko Circle West Road is expected to provide a higher quality riding experience than the existing route on the Popko Circle Road loop. This segment of route and trail is expected to be popular with riders in this part of the county and will complement the existing riding opportunities. This additional route and trail is not expected to substantively increase overall riding levels in the region and is not likely to increase participation in the activity among nearby residents.

   This forest logging road is used by visitors to hunt, watch wildlife, pick wild edibles, hike and other similar activities. The proposed establishment of the ATV/UTV route and trail may adversely impact these people and some may be displaced to other locations on the TFSWA. Although unlikely, it is possible that some people may elect to no longer visit the property because of the presence of motorized recreation vehicles, even if only on a short stretch in the northern portion of the TFSWA. The use of the proposed route and trail by ATVs and UTVs is not expected to substantively affect overall visitation to the TFSWA or participation rates in other recreation activities at the property.
What plans are being made to limit this impact??

The TFF-TL POA has been working with WDNR for many years to limit and control invasive species in the TFSWA.

Will the local ATV club step-up to the plate and perform the same type of work?
5. **Impacts to local and state economy**

Given the limited change in overall visitation and participation in outdoor activities that is expected from the proposed ATV/UTV route and trail, any changes to the region’s or state’s economy are expected to be minimal. Local establishments that provide services to ATV/UTV riders in the immediate vicinity of the route and trail may experience increases in use.

6. **Social Impacts**

Many people that provided comments during the initial input period expressed concerns about sounds generated from ATVs and UTVs. Some people complained that they could hear the machines when they were out on the water or enjoying time at their cabins along the flowage. Other people complained about the current ATV and UTV use on Popko Circle.

There are about 75 residences within the TFSWA boundary and many residents and vacation home owners noted that they purposely chose to purchase a home or cabin within the large public property because of its wilderness setting and the expectation that the quiet conditions would not change. Most of these respondents were opposed to the additional public use (an ATV/UTV linking trail) on the public property because they felt it would substantially affect their enjoyment of their homes and cabins.

The use of local roads is determined by local government (Popko Circle Road is a Town road). The Town of Mercer designated Popko Circle Road (as well as nearly all other local roads in the Town) as ATV/UTV routes. The creation of the proposed route and trail is expected to be more enjoyable for riders than travelling on Popko Circle Road and is thus likely to draw some riders off the road and onto the route and trail. As a consequence, although this proposed plan amendment does not affect the designation of Popko Circle Road as an ATV/UTV route, the stretch near Trude Lake is likely to have fewer ATV/UTV riders if the proposed route and trail are established.

The establishment of approximately 0.5-mile of ATV/UTV route and trail on department land at the north end of the property would not affect the view from the water.

E. **Compatibility with statutes, codes and department policies**

The proposed amendment to the 1995 master plan complies with Chapter NR 44, Wis. Adm. Code and other applicable department policies.

The proposed designation of an ATV/UTV route and trail is allowable in the Recreation Management Area and the Habitat Management Area land classifications. Allowing ATV/UTV riding on a 0.5-mile stretch of existing logging road will not prevent the department from successfully managing habitats here. The proposed ATV/UTV route and trail would be on an existing road and would not require construction of additional trail or route on department land. The inclusion of ATV/UTV riding on the existing road would not affect the scenic viewshed from the flowage or existing roads open to highway-licensed vehicles.

F. **Federal interests and limitations**

The department acquired over 22,000 acres of the flowage bottom and surrounding shoreline from the Chippewa and Flambeau Improvement Company in 1990 and 1991. Today, department ownership totals just over 35,000 acres. Portions of the TFSWA were acquired with assistance from the federal Land and Water Conservation Fund (LAWCON) grant program (Map E). Currently, more than 22,000 acres within the TFSWA have federal interest via the LAWCON program. Federal interest requires that the department obtain approval from the National Park Service prior to granting any permanent real estate interests or building permanent structures that impact public outdoor recreation opportunities.
The TFF-TL POA has 175-180 members.

There are significantly more than 175 residences in the TFSWA border. Springstead alone has 65-70 homes inside the TFSWA.

A very real possibility of a “loop” type pattern of ATV use could develop where ATV’s would ride on Popko Circle and then “complete the loop” using the proposed new trail.

This potential pattern of use is has not been considered in the draft amendment.
In 1997 the Federal Energy Regulatory Commission (FERC) granted a license (P-2390) to Xcel Energy to operate the dam and dike creating the Turtle-Flambeau Flowage, along with and the associated structures. Xcel Energy has flowage rights and responsibilities related to the dikes, dams, and other structures necessary to operate and maintain the flowage. Lands within a FERC project boundary (Map E) are managed and used according to various management plans. Xcel Energy also has responsibility to ensure that the uses of land within the Turtle-Flambeau Flowage FERC project boundary are managed in accordance with the previously approved management plans and conveyance documents. As with department master plans, the FERC approved management plans may be updated as needed.

The department will continue working with the FERC and Xcel Energy to ensure that appropriate recreational uses are provided on lands within the FERC boundaries that are owned by the department and that the FERC-approved management plans and the TFSWA master plan are consistent.

G. Summary of alternatives considered

Other options considered include:

- The Department worked with Iron County Forestry and Parks Department and with the Mercer Dusty Loons ATV Club to evaluate alternatives for a proposed trail across the TFSWA. Two snowmobile trails were considered: trail #12 to the north and trail #10 to the south of the current proposed alignment. These options were less desirable due to the number of wetlands that would be crossed and the associated costs. For these reasons, these alternatives were not selected.

- The original Hadley Brush Pit Road was considered as an alternative for an ATV/UTV route and trail. Much of the original road is abandoned and grown over and sections are very rocky and would need considerable amounts of fill. In addition, the old road would need to be re-established on private property, which is much less desirable than using the existing access road on the property. For these reasons, this alternative was not selected.

- The department considered not pursuing a connection of regional trails. The proposed route and trail on department land is needed as part of the longer trail from Hadley Road to Popko Circle West Road. When this longer trail is completed it will provide a high-quality ATV/UTV riding opportunity in a location that is expected to have minimal impact on other visitors to the property, which is consistent with the property goals and overall department’s efforts. For these reasons, this alternative was not selected.

H. Public review and input process

This section describes the ways that the department gathered public input, the comments and perspectives received, and how this input was used in the development of this draft amendment to the master plan.

1. Methods of gathering public comments

The department recognizes that sound planning related to the use and stewardship of lands it manages on behalf of the public is a partnership effort with the people it serves and that the end product, the master plan, is most successful when it reflects the desires of the public and includes goals and objectives that fit the capabilities of the property. The department encourages and provides opportunities for citizen involvement throughout the property planning process.

From January 20 through February 4, the department gathered public input through both an online and hardcopy questionnaire designed to better understand people’s use of the property, changes they would like to see in the recreation opportunities provided, initial reactions to the proposed concept of an ATV/UTV connecting route and trail, and any other issues they would like the department to address. The intent of this
There is already a connection made for all regional trails. This proposal would shorten the distance by 4-5 miles.

Don't you mean to say "shorter" trail in these instances?

Very confusing, the proposed trail on TFSWA land in needed to complete the "shortcut" trail across Iron County Forest property and a private parcel.

We disagree.

The proposed trail is not consistent with the Goal and Objectives of the 1995 TFSWA Master Plan.

What type of impact will the proposed trail have on those who reside in the area?
initial scoping phase of public input is to gather general perspectives and to identify issues to consider in developing a modification to the master plan.

The department also used input gathered as part of the recently completed work on a Recreation Opportunities Analysis (ROA) for the Northwoods Region. The results of that effort, particularly the identification of recreation needs throughout the region, were helpful in developing the amendment.

A second public input opportunity will be provided with the release of this draft document.

2. Input received

The department is thankful for all the input received and the time and effort people took to reflect on the potential change to the master plan. The department considers all public input, but is particularly appreciative of people that submitted comments going beyond a simple statement of support for, or opposition to, a specific issue. Comments that explained the reasoning behind a stance or the nature of concerns were most useful.

It is clear from the number of comments received that the future use and management of the TFSWA is meaningful to many Wisconsin residents. The department seeks public input to better understand the overall range of perspectives and the reasoning behind these viewpoints. Public input on the content of master plans (and amendments to these plans) is not a “vote” where the greatest number of respondents advocating a particular position necessarily drives what is or isn’t ultimately included. Rather, the department’s approach is to carefully read through all the comments and material presented to find common themes and issues and the underlying beliefs that drive different perspectives.

Initial public outreach

During the initial public comment period, the department received more than 400 responses to the public input form (combined hard copy and online submittals) as well as a number of letters and emails. The department also received some comments following the end of the formal initial comment period. The public input received during the comment period is summarized in the appendix. The questionnaire responses, as well as emails and letters received during the initial public input period, are posted on the department’s web page.

Public input received in this first phase, along with information from property management staff, regional trends, existing recreational use of the property, data from the Recreation Opportunities Analysis and the Statewide Comprehensive Outdoor Recreation Plan, were used to develop the initial draft amendment.

Public input in response to the initial proposed amendment

A summary of the input received will be provided here.

3. How the initial draft amendment was and was not changed based on input received.

To be described.

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6 See dnr.wi.gov, keyword “ROA.”
Appendix: Summary of Public Input: January 20 to February 4, 2018

This document summarizes the public input gathered during the initial scoping phase of the planning process to potentially modify the Turtle-Flambeau Scenic Waters Area (TFSWA) master plan. This effort was intended to assemble general public perspectives and comments about the property, people’s use of the property, and issues they have concerns about or wish to be included in the planning process. In addition, initial reactions to the concept of a potential ATV/UTV connecting trail or route on the property were collected.

Methods

From January 20 to February 4, 2018 the department posted an online questionnaire (using SurveyMonkey) as well as the option for people to submit hardcopy versions of the questionnaire. The department received 418 online and 2 hardcopy responses to the questionnaire and 22 emails and letters. One letter was from the Turtle-Flambeau Flowage & Trude Lake Property Owners Association on behalf of their 170+ members.

The department seeks public input to better understand the overall range of perspectives and the reasoning behind these viewpoints. Public input is not a “vote” where the greatest number of respondents advocating a particular position necessarily drive what is or isn’t ultimately decided. Rather, the department’s approach is to carefully read through all the comments and material presented to find common themes and issues and the underlying beliefs that drive different perspectives.

Public Input Themes

The following topics emerged in public comments:

Visitation and Use of the Property

Nearly all the people submitting comments had visited the TFSWA and had spent considerable time on the property in the last 12 months. Unsurprisingly, popular activities were water-based with most respondents participating in fishing, boating and canoeing, hiking and snowmobiling.

Needs at the TFSWA

• Need to maintain the original intent of the property as a wild and undeveloped area.

Many people commented on the need to maintain the quiet, wilderness setting of the property and noted the property’s history and the intent to manage it as a wild and undeveloped area. Several people noted their camping and paddling experiences at the flowage and mentioned the oft-stated comparisons to the Boundary Waters Canoe Area in Minnesota. Nearly all of these respondents were opposed to allowing ATV/UTV or other motorized recreation on the property that would create noise or disturb the scenery. Some of these respondents felt that personal water craft, water-skiing, snowmobiles and other motorized recreation pursuits should no longer be allowed at TFSWA.

Here are about 175 residences within the TFSWA boundary, most of which are near the shore of the flowage.

Many residents and vacation home owners noted that they purposely chose to purchase a home or cabin within the large public property because of its wilderness setting and the expectation that the quiet conditions would not change. Most of these respondents were opposed to the additional public use (an ATV/UTV linking
The TFF-TL POA has 175-180 members.

There are significantly more than 175 residences in the TFSWA border. Springstead alone has 65-70 homes inside the TFSWA.
trail) on the public property because they felt it would substantially affect their enjoyment of their homes and cabins.

- Need for more ATV/UTV riding opportunities.

  There were many supporters of the potential linking ATV/UTV trail. Most noted a need for more ATV trails and routes generally. Some noted a desire to have similar access to public lands as non-motorized participants.

- No need to add more ATV/UTV or other motorized recreation opportunities.

  Related to the opposition to have a linking ATV/UTV trail at the TFSWA, several respondents noted that Iron County already had the largest network of ATV/UTV riding trails and routes in the state and that more were not needed in the area.

- Need to protect wildlife and important habitats.

  Many respondents opposed to the potential ATV/UTV trail expressed concern about the adverse impacts that motorized recreation vehicles would have on wildlife populations and the natural habitats at the property. Several people were concerned about the spread of invasive plants that could be brought about by ATV and UTV use. And some noted apprehension that increased ATV/UTV use would result in erosion and other water quality issues. Some people expressed concern about air pollution resulting from ATV and UTV use.

- Need for good trail design.

  Several people noted a need to design any trails to ensure that ATV and UTV riders did not leave designated trails. On a related note, several commented about the need to enforce ATV/UTV riding regulations.

- Need to reduce the amount of ATV/UTV riding on paved roads.

  Some people supported a short trail on the property if it would provide a connection to other routes and would help reduce traffic on local paved roads due to safety concerns. Some noted that the proposed trail would likely reduce the number of ATV/UTVs using Popko Circle Road to get from Mercer to trails and routes west of the flowage. Popko Circle Road runs through the north central part of the TFSWA and provides access to many residences on Trude and Sand lakes as well as other parts of the flowage. Several respondents complained about ATV/UTV traffic on this road.

**Thoughts about the potential for a short ATV/UTV trail**

Many people strongly supported or strongly opposed the potential for a short ATV/UTV route and trail at the north end of the property near Hadley Road. This route and trail could provide a more direct connection from Mercer to the west side of the flowage and would likely result in fewer ATVs and UTVs on the stretch of Popko Circle Road south of Trude Lake. Some respondents expressed confusion about where the location of the trail would be on the property, which is understandable since the department was interested in feedback on the concept of a linking trail, rather than a specific alignment, and thus did not provide a map in this phase of the process.

**Issues or concerns to address in planning process**

- Environmental concerns: damage to flowage, water and air quality.
- Safety issues: speed limit, signage, design to keep riders on trail, enforcement needs, find ways to get ATV/UTVs off paved roads.
- Noise concerns: motorized uses conflict with other visitors (asymmetric impacts), residents and wildlife.
- Habitat concerns: monitor and address spread of invasive species, impacts to habitats (especially wetlands), wildlife and sensitive species.
- Concern that the potential project is not consistent with the history and intent of the property.
- Tourism issues: potential impacts to tourism.
MAPS

Map A: Regional locator
Map B: DNR and other lands
Map C1: Existing recreation infrastructure
Map C2: Road infrastructure
Map D: Existing land cover
Map E: Federal interest
Map F1: Land management classifications from 1995 master plan
Map F2: Land management classifications with updated classification system (Ch. NR 44, Wis. Adm. Code)
Map F3A: Land management classifications – west side of TFSWA
Map F3B: Land management classifications – east side of TFSWA
Map G1: Proposed ATV/UTV route and trail (close up scale)
Map G2: Proposed ATV/UTV trail-route, Popko Circle Road, and the TFSWA
May 30, 2018

Daniel Meyer, Secretary
Wisconsin Department of Natural Resources
101 S. Webster Street
P.O. Box 7921
Madison, WI 53707
Daniel.Meyer@wisconsin.gov

Re:  Turtle-Flambeau Scenic Waters Area; Master Plan

Dear Secretary Meyer:

The Turtle Flambeau Flowage & Trude Lake Property Owners Association, Inc., is an association of approximately 200 households and other members who are dedicated to maintaining, protecting, and enhancing the quality of the flowage lake and its surroundings. We have worked to fulfill this purpose for the 20-plus years our organization has been in existence, and have enjoyed a good relationship with your Department. During this time, we have collaborated on controlling invasive species, enhancing fish habitat, and monitoring water quality, and have contributed volunteers and funding to further our shared projects and objectives.

We now write to ask, pursuant to Wis. Admin. Code § NR 44.04(6)(a), that the Department conduct a full revision of the Turtle-Flambeau Scenic Waters Area master plan. The plan has served the area well but has not been updated since it was created in 1995, a year before our association was formed and before Wis. Admin. Code ch. NR 44, which governs Department property master planning, was created. The current plan uses the same or similar land classifications available for plans under NR 44.06—especially wild and scenic—but could benefit from coming into conformance with the rule overall and the addition of recreational use sub-classifications.

We understand the Department is considering a master plan amendment for the Turtle-Flambeau Scenic Waters Area master plan, based on the Natural Resources Board’s September 2017 vote. The vote approved initiating the amendment process for this and certain other Northwoods properties, for the purpose of considering adding or modifying ATV use. No ATVs are currently permitted in the Turtle-Flambeau Scenic Waters Area.

Respectfully, we do not believe a master plan amendment is the best course of action for the Turtle-Flambeau Scenic Waters Area:
The full plan is overdue for revision anyway, and it is a waste of taxpayer money and Department resources to conduct an amendment now and full revision in the near future.

- The amendment only reviews ATV use, when other potential recreational uses should be explored, such as bicycle riding that has become popular in the Northwoods.
- A revision process is more transparent and allows for the most public participation.
- An amendment process is not appropriate for adding ATVs to the Turtle-Flambeau Scenic Waters Area, because the goals and objectives of the current plan do not support ATV use.

On this last point, the current plan clearly prioritizes preservation of the wild and scenic nature of the Turtle-Flambeau Scenic Waters Area, and enhancing resources associated with this goal, such as rare species and the fishery. While many recreational opportunities are mentioned among the goals and objectives, ATVs are not. Later portions of the plan also reinforce that ATVs were not intended for the property, such as the stated intent to close off roads to motorized traffic.

The Turtle Flambeau Flowage & Trude Lake Property Owners Association, Inc. shares the current master plan's goals and objectives. Our members have uniformly stated that they value the current wild and scenic nature of the area, and a recent survey of our membership indicated that 80% oppose ATVs entering the Turtle-Flambeau Scenic Waters Area. A change of this magnitude cannot be accomplished through an amendment.

In this case, efficiency, good process, and common sense all support initiating a revision to the Turtle-Flambeau Scenic Waters Area master plan. As users of the area and taxpayers, we request that the Department take this action. Please feel free to contact the undersigned if you would like to discuss this matter further, as we always welcome dialogue with the Department.

Thank you.

Turtle-Flambeau Flowage and Trude Lake Property Owners Association, Inc.

BY:  
Jeffrey Malison, President
Chapter NR 44
MASTER PLANNING FOR DEPARTMENT PROPERTIES

NR 44.01 Purpose. The purpose of this chapter is to:
(1) Create a uniform planning process for the management and use of department managed properties.
(2) Establish procedures for the development, revision, amendment, implementation and review of master plans for department managed properties.
(3) Establish a land management classification system for use in master plans for department managed properties.
(4) Establish the minimum content of master plans for department managed properties.
(5) Ensure that opportunities for public involvement are available in the development of master plan recommendations to the board.

History: Cr. Register, August, 1986, No. 488, eff. 9-1-96.

NR 44.02 Applicability. This chapter shall apply to department master plans and the master planning process.

History: Cr. Register, August, 1986, No. 488, eff. 9-1-96.

NR 44.03 Definitions. (1) "Biological diversity" means the variety and abundance of species, their genetic composition, and the communities, ecosystems, and landscapes in which they occur. It also refers to the variety of ecological structures, functions and processes at any of these levels.
(2) "Board" means the natural resources board.
(3) "Cultural resource" means any archeological, architectural or historical artifact, site or structure that reflects on the human-made environment.
(4) "Community" means an assemblage of species living together in a particular area, time and habitat.
(5) "Department" or "DNR" means the Wisconsin department of natural resources.
(6) "Ecological capability" means the potential of an area to support or develop one or more communities, with the potential being dependent on the area’s abiotic attributes, its flora and fauna, its ecological processes and disturbances within and upon the area.
(7) "Facility development" means the construction of infrastructure, including buildings, roads and trails for resource management, public use or other purposes.
(8) "Master plan" or "plan" means a department plan which describes the authorized land management, resource protection, facility development and management of recreational use on a department property, but does not include a study prepared for the purpose of considering the feasibility of land acquisition respecting a new or existing project.
(9) "Native" means indigenous to the area or region.
(10) "Passive management" means management where objectives are achieved without direct action.
(11) "Property" or "properties" means areas of land approved by the governor for acquisition under s. 23.14, Stats., or otherwise established by the board.

Note: Examples of properties include parks, state forests and recreation areas.

(12) "Sustainable forestry" means the practice of managing dynamic forest ecosystems to provide ecological, economic, social and cultural benefits for present and future generations.
(13) "Trail" means a way or path designated on department maps or by signs or both as open for public travel by foot, horseback, bicycle, snowmobile, ATV or highway/highway vehicles.

History: Cr. Register, August, 1986, No. 488, eff. 9-1-96.

NR 44.04 Master plan development, adoption and public involvement. (1) Definitions. (a) "Affected or interested parties" means those persons or groups who are affected by a master plan or project, and may include persons with an interest in department management practices across a specific area or statewide.
(b) "Master plan revision" or "plan revision" means a change in the goal or objectives for a property which typically may occur as a result of a 15-year review of the master plan under sub. (12).
(c) "Master plan amendment" or "plan amendment" means a change in a management classification of a property or management area within a property without a change in the goals and objectives for the property.
(d) "Master plan variance" or "plan variance" means a change in management activity or use described in the master plan that is consistent with the area's land management classification and does not constitute a change in an objective for management or public use of the area as specified in the plan.
(e) "Minor master plan amendment" or "minor plan amendment" means a change in a master plan through a minor expansion of the property boundary where the management activity, facility development and use on the added parcel is consistent with the master plan and the land management classification of an adjacent management area.

(2) Authorization to conduct a planning process. Any planning process for the purpose of developing a master plan, a plan revision or a plan amendment shall be conducted in accordance with this chapter, unless otherwise directed by the board, and only after following a notification and approval process to proceed with the action established by the board.

(3) Plan approval. A plan or plan amendment shall be approved by the board, except as provided under sub. (2). The board may adopt a proposal as submitted by the department or modify the proposal as deemed appropriate and reasonable.

(4) Plan variance and minor plan variation initiation and approval. (a) A plan variance may be initiated by the department and may be approved by the department following reasonable notification of persons affected by or interested in management of the property, including persons requesting notification, and after appropriate public involvement.
(b) A minor master plan amendment may be used to assign a management and use prescription and classification to land acquired under a property boundary expansion not exceeding 160 acres, provided the prescription is consistent with the master plan's goal and objectives. A minor amendment may be initiated...
SUBJECT: Request approval to initiate a planning process to develop a plan revision or plan amendment to the Blue Mounds State Park Master Plan Concept Element

FOR: June 2018 Board meeting

TO BE PRESENTED BY: Diane Brusoe, Property Planning Section Chief

SUMMARY:
In accordance with NR 44.04 (6) (a), the department is informing the board of a March 2018 request that DNR undertake a master plan amendment process for the Blue Mound State Park Master Plan Concept Element. Under the provisions outlined in NR 44.04 (2), any planning process for the purpose of developing a master plan, a plan revision or a plan amendment can occur only after a notification and approval process to proceed with the action is established by the board.

RECOMMENDATION: The department recommends the board approve the request to conduct a planning process to modify the Blue Mound State Park Master Plan Concept Element either through a plan revision or plan amendment.

LIST OF ATTACHED MATERIALS (check all that are applicable):
☒ Background memo
☒ March 2018 letter from DeWitt Ross & Stevens S.C.
☐ Type name of attachment if applicable
☐ Type name of attachment if applicable

<table>
<thead>
<tr>
<th>Approved by</th>
<th>Signature</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ben Bergey-Director, Bureau of Parks and Recreation</td>
<td>Ben Bergey (x)</td>
<td>6-05-18</td>
</tr>
<tr>
<td>Doug Haag-Administrator, Division of Internal Services</td>
<td>-</td>
<td>6-0-15</td>
</tr>
<tr>
<td>Daniel L. Meyer, Secretary</td>
<td>Ed Eberle by Ed Eberle</td>
<td>6-7-18</td>
</tr>
</tbody>
</table>

cc: Board Liaison – AD/8
DATE: May 31, 2018

TO: Natural Resources Board

FROM: Daniel L. Meyer - Secretary, Department of Natural Resources

SUBJECT: Request authorization to conduct a planning process for the purposes of developing a plan revision or plan amendment to the Blue Mound State Park Master Plan Concept Element.

On March 5, 2018, the department received a request from two organizations through their attorney to undertake a master plan amendment process utilizing the classification schemes of NR 44 for the purposes of establishing recreational trail uses, including snowmobiling, and establishing locations for those uses.

In accordance with NR 44.04 (6) (a), the department is notifying the board of the request and recommending NRB approval to conduct a planning process for the purposes of developing a plan revision or plan amendment to the Blue Mound State Park Master Plan Concept Element.

A master plan amendment is a change in a management classification or sub classification of a property or management area within a property without a change in the goals and objectives for the property. A master plan revision is a change in the goal or objectives for a property.

As background, on Wednesday, January 25, 2017 the NRB approved an amendment to the Blue Mound State Park Master Plan. The plan amendment updated the property trail network for a number of summer and winter trail uses to improve property access, trail sustainability and the user experience. Updates included a number of improvements for the off-road single-track mountain bike trail system and reestablishing snowmobile use within the park.

In October 2017, the Dane County Circuit Court reversed and remanded the plan amendment back to the department for further action in compliance with Chapter NR 44.
March 5, 2018

HAND DELIVERY

Secretary Dan Meyer
Wisconsin Department of Natural Resources
101 S. Webster Street
P.O. Box 7921
Madison, WI 53707-7921

Re: Request for Board Action

Dear Secretary Meyer:

I write this letter on behalf of the Barneveld Snow Eagles ("Eagles") and the Association of Wisconsin Snowmobile Clubs ("AWSC"). The Eagles desire to establish a snowmobile trail in Blue Mound State Park. There is currently a snowmobile trail along Mounds Park Road and Ryan Road which pass through the Park. For both safety and quality of the snowmobile experience, the Eagles prefer to have the snowmobile trail off of the road. There was previously such an off-road trail that passed through the Pleasure Valley area of the Park. That trail is recognized in the 1984 Blue Mound Master Plan but has not been in use for nearly 20 years. (See attached 1984 Master Plan).

As you may know, the DNR Board approved an amendment to the 1984 Plan to establish a new off-road trail (see attached Board materials). As a result of the planning process and contrary to the Eagles request, the new off-road snowmobile trail authorized in the amendment was not located in Pleasure Valley. That amendment was subsequently overturned by the Dane County Circuit Court for failure to adhere to NR 44 (see attached Decision in Case No. 17-CV-0276).

The purpose of this letter is to request that DNR undertake a Master Plan amendment process utilizing the classification schemes of NR 44 for the purpose of establishing recreational trail uses, including snowmobiling, and locations for those uses.

Thank you for your consideration.

Very truly yours,

DeWitt Ross & Stevens s.c.

Timm P. Speerschneider

TPS:mso
Buellosures
EXECUTIVE SUMMARY

OVERVIEW
The 2014 Recreational Use Survey (“the survey”) was conducted during July and August of 2014. The survey was initiated by the Association’s Board of Directors in order to obtain measurable input and opinion from members on the topic of potential new or expanded recreational activities inside the Turtle-Flambeau Scenic Waters Area (TFSWA). Survey results were analyzed with oversight from a (retired) professional survey analyst. Survey results will allow the Board to more clearly represent the interests of members.

Surveys were mailed to 181 members in early July 2014, with 134 completed surveys returned by August 25th. This is a return rate of 74%. This response rate is a significant sample of our membership and it is reasonable to conclude that the results are an accurate reflection of member opinions.

Included in the full Survey Response packet are the following items:
1. Executive Summary
2. Results Copy of Survey Questionnaire
3. Appendixes:
   A - Details of Concerns by Trail Type (Question 9)
   B - Detailed Analysis of Question 22 Responses
   C - Listing of Member Comments on Questions 6, 7, 8, 9, 11 & 21
   D - Listing of Member Comments at End of Survey

ANALYSIS

Section One of the survey covered general topics including member demographics; current recreational activity, interests and concerns; and also covered several fishing related issues. Survey responses were geographically diverse. Thirty-nine percent of responses came from full-time residents who vote locally, 61% were from seasonal members. Seventy-five percent of respondents have owned local property more than 10 years. Top responses to why property was purchased were fishing, scenic beauty, peace and tranquility and wildlife. Only 6% cited silent sports and 4% indicated motorized sports as important to purchasing property.

When asked about their top 5 recreational activities in the TFSWA, fishing, boating, hiking/walking, hunting, and canoeing/kayaking were top responses. Top responses regarding what new trails were wanted were hiking (19%) and cross country skiing (13%). Next were hunting, ATV and snowshoe trails, all at 10%.

On Question 9, noise and wetland damage were top concerns if new trails were proposed. Dust, trespass and overcrowding were next. Invasive species spread, water quality and user conflicts were near the bottom of member concerns on Question 9. It should be noted that when asked to indicate what type of trail respondents had concerns about, ATV trails were mentioned most frequently on 7 of 8 different types of concerns.

Also, please see Appendix A which has detailed charts of top concerns and related trail types.

The last part of Section One dealt mostly with several fishing related issues. Only 2% of members said their favorite type of fishing was motor trolling; Walleyes were the favorite species to fish for, and only a small
number (12%) of members had interest or participated in fishing tournaments. Finally, in Q14, 92% of respondents felt that views of seasonal residents should be considered when conducting local planning.

**Section Two** of the survey was intended to measure member views on recreational ATV use in and around the TFSWA. Questions 15-20 were for current ATV users.

Of those who ATV, 72% have property that borders on or has direct access to a current ATV route or trail. The vast majority (80%) do not trailer their ATV to a designated route or trail. More than 70% said that ATV routes were good or excellent, and 67% rated ATV trails as good or excellent.

Question 21 asked all respondents for their views on ATV use in general. Top responses were concerns about environmental (16%) and aesthetic impacts (15%) and concerns that ATV’s would stray from designated trails/routes (15%). In the middle of responses to Q21 were those who enjoyed ATV riding (8%), used ATV's ice fishing (7%) or work (7%) and those who had safety concerns regarding ATV’s (7%). Only 5% of respondents indicated they wanted to access local businesses via ATV and 4% of respondents indicated they wanted more ATV trails.

It is interesting to compare the responses in Q21 with those in Q16/Q17. In Q21 there were 20 responses wanting new ATV trails. This is less than one-half of the current number of ATV users (55) shown in Q16/Q17. Another way of viewing this is that more than one-half of those responding as ATV users did not indicate they wanted more ATV trails.

**Section Three** of the survey (Questions 22-25) asked if members supported the Association’s position opposing new ATV trails inside the TFSWA, asked about support for other types of new recreational trails, and asked if members had received enough information to answer survey questions.

On Question 22, 80% of respondents supported the Association continuing to oppose development of new ATV Trails inside the TFSWA. This support was geographically widespread with Lake Bastine being the only area with less than 75% support for the Association position. *For a detailed analysis of Q22, please see Appendix B which shows a break down by geographic area of property, and a breakdown by those who are voters in Mercer and Sherman.*

Again, please review responses to Q22, and then review the number of responses to Q16/Q17. On Q22 only 25 members did not support the Association continuing to oppose new ATV trails inside the TFSWA. On Q16/17, fifty-five (55) members identified themselves as current ATV users. *One logical take away is that a little over half of respondents who are current ATV users support the Association continuing to oppose development of new ATV trails inside the TFSWA.*

Q23 asked about development of other types of trails inside the TFSWA. Heavy support was shown for new Canoe/Kayak portages and new Cross Country Ski/Snowshoe Trails. Medium support was shown for new Bike and Dog Sled Trails, with lower levels of support for Horse and Snowmobile trails.

In Q24, over 90% felt they had enough information to respond to the survey and about one-half indicated they would be willing to attend or speak about recreational use issues at a public meeting.

**Closing** – First, thanks to everyone who responded to the survey and special thanks to those who took extra time to add their individual concerns and thoughts. Please see Appendix C and D for a complete listing of these concerns.
The survey was, in part, intended to supplement previous member surveys in 2001 and 2009 and was also
designed to solicit member feedback about potential new recreational trails inside the TFSWA. Survey
results give the Board measurable member input from members and will guide the Board’s thinking about
development of new recreational opportunities inside the TFSWA.

Prior to this survey the Board had received some negative feedback about taking a position on the potential
new ATV trail without a survey of member opinions. These survey results clearly indicate the vast-majority
of respondents support the Association continuing to oppose development of new ATV trails inside the
TFSWA project boundary.

Please note that the Board has not taken any position on development of new ATV trails or routes outside of
the TFSWA project boundary.

Finally we ask that all members keep in mind the Mission Statement for the Association. This is something
that the Board takes seriously. It was developed back in 1996 when the Association was first formed, has
been in our Bylaws since inception, and has been printed on the back cover of our newsletter for the last 8-9
years. The Mission Statement reads:

“\textbf{The purpose of the Association is to maintain, protect and enhance the quality of the lake and its surroundings for the collective interest of members and the general public.}”
RESULTS COPY OF SURVEY QUESTIONNAIRE

The goals and activities of the TFF-TL POA (the Association) are guided by our mission statement and by input from our members. The best way of obtaining measureable member input is through a survey. We previously conducted membership surveys in 2001 and 2009 and are now asking for your input again.

During the past year a number questions regarding new or expanded recreational activity inside the Turtle Flambeau Scenic Waters Area (TFSWA) have come to the attention of our Board. These include the Motor Trolling proposal, ATV Trail proposal, Fishing Tournament expansion, and new recreational uses like winter biking, dog sledding, etc. In order to more clearly represent the interests of our members, we are asking for your opinion and thoughts.

Thank you in advance for taking the time to complete this survey. Summarized results of the survey will be available later this year.

Please circle your answers. Only circle one answer unless otherwise instructed. If a question does not apply, please skip it and go to the next question that does.

- Results are listed using percentage order of responses (alphabetical order used to list choices for initial survey questions)
- Number of Responses for each question is shown using a format of: N = xx

SECTION ONE – RESULTS

1. Which area most closely identifies the location of your property (or your membership status)?

<table>
<thead>
<tr>
<th>Location</th>
<th>Responses</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lake Bastine</td>
<td>32</td>
<td>24%</td>
</tr>
<tr>
<td>Springstead Landing</td>
<td>29</td>
<td>22%</td>
</tr>
<tr>
<td>Norway Point/Merkle Lake</td>
<td>26</td>
<td>20%</td>
</tr>
<tr>
<td>Sturgeon Bay Landing</td>
<td>15</td>
<td>11%</td>
</tr>
<tr>
<td>Horseshoe/Townline</td>
<td>9</td>
<td>7%</td>
</tr>
<tr>
<td>Trude Lake</td>
<td>9</td>
<td>7%</td>
</tr>
<tr>
<td>4-Mile Creek</td>
<td>7</td>
<td>5%</td>
</tr>
<tr>
<td>Special Member</td>
<td>3</td>
<td>2%</td>
</tr>
<tr>
<td>Rat Lake</td>
<td>1</td>
<td>1%</td>
</tr>
<tr>
<td>Murray’s Landing</td>
<td>0</td>
<td>0%</td>
</tr>
</tbody>
</table>

N = 132

2. Where do you vote?

<table>
<thead>
<tr>
<th>Location</th>
<th>Responses</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>75</td>
<td>61%</td>
</tr>
<tr>
<td>Mercer</td>
<td>33</td>
<td>27%</td>
</tr>
<tr>
<td>Sherman</td>
<td>15</td>
<td>12%</td>
</tr>
</tbody>
</table>

N = 123

3. How much time do you spend at your Flowage property each year?

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Responses</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>9-12 Months</td>
<td>45</td>
<td>35%</td>
</tr>
<tr>
<td>1-3 Months</td>
<td>44</td>
<td>35%</td>
</tr>
<tr>
<td>Up to 1 Month</td>
<td>20</td>
<td>16%</td>
</tr>
<tr>
<td>4-8 Months</td>
<td>18</td>
<td>14%</td>
</tr>
</tbody>
</table>

N = 127

4. How long have you been at your Flowage location?

<table>
<thead>
<tr>
<th>Years</th>
<th>Responses</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Over 20 years</td>
<td>47</td>
<td>36%</td>
</tr>
<tr>
<td>16-20 Years</td>
<td>26</td>
<td>20%</td>
</tr>
<tr>
<td>11-15 Years</td>
<td>25</td>
<td>19%</td>
</tr>
<tr>
<td>6-10 Years</td>
<td>22</td>
<td>17%</td>
</tr>
<tr>
<td>0-5 Years</td>
<td>10</td>
<td>8%</td>
</tr>
</tbody>
</table>

N = 130
5. **If you are a part time resident, when do you to spend time at the Flowage? (circle all that apply)**

<table>
<thead>
<tr>
<th>Season</th>
<th>Percentage</th>
<th>N = 303</th>
</tr>
</thead>
<tbody>
<tr>
<td>Summer</td>
<td>28%</td>
<td></td>
</tr>
<tr>
<td>Fall</td>
<td>28%</td>
<td></td>
</tr>
<tr>
<td>Spring</td>
<td>25%</td>
<td></td>
</tr>
<tr>
<td>Winter</td>
<td>18%</td>
<td></td>
</tr>
</tbody>
</table>

6. **What characteristics most attracted you to purchase property on or near the TFSWA? (circle all that apply)**

<table>
<thead>
<tr>
<th>Attraction</th>
<th>Percentage</th>
<th>N = 681</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fishing</td>
<td>16%</td>
<td></td>
</tr>
<tr>
<td>Scenic Beauty</td>
<td>16%</td>
<td></td>
</tr>
<tr>
<td>Peace &amp; Tranquility</td>
<td>15%</td>
<td></td>
</tr>
<tr>
<td>Wildlife</td>
<td>14%</td>
<td></td>
</tr>
<tr>
<td>Wild/Rural Character</td>
<td>13%</td>
<td></td>
</tr>
<tr>
<td>Hunting</td>
<td>8%</td>
<td></td>
</tr>
<tr>
<td>Silent Sports</td>
<td>6%</td>
<td></td>
</tr>
<tr>
<td>Availability of Public Land</td>
<td>5%</td>
<td></td>
</tr>
<tr>
<td>Motorized Sports</td>
<td>4%</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>2%</td>
<td></td>
</tr>
</tbody>
</table>

(See Appendix C)

7. **Please circle your primary recreational activities when in the TFSWA (circle top 5 activities)**

<table>
<thead>
<tr>
<th>Activity</th>
<th>Percentage</th>
<th>N = 509</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fishing</td>
<td>22%</td>
<td></td>
</tr>
<tr>
<td>Boating</td>
<td>17%</td>
<td></td>
</tr>
<tr>
<td>Hiking/Walking</td>
<td>10%</td>
<td></td>
</tr>
<tr>
<td>Hunting</td>
<td>10%</td>
<td></td>
</tr>
<tr>
<td>Canoeing/Kayaking</td>
<td>8%</td>
<td></td>
</tr>
<tr>
<td>Snowmobiling</td>
<td>8%</td>
<td></td>
</tr>
<tr>
<td>Bird Watching</td>
<td>7%</td>
<td></td>
</tr>
<tr>
<td>Bicycle Riding (on-road)</td>
<td>4%</td>
<td></td>
</tr>
<tr>
<td>ATV Riding</td>
<td>4%</td>
<td></td>
</tr>
<tr>
<td>Snowshoeing</td>
<td>3%</td>
<td></td>
</tr>
<tr>
<td>Cross Country Skiing</td>
<td>3%</td>
<td></td>
</tr>
<tr>
<td>Camping</td>
<td>1%</td>
<td></td>
</tr>
<tr>
<td>Mountain Bike Riding (off-road)</td>
<td>1%</td>
<td></td>
</tr>
<tr>
<td>Personal Watercraft Riding</td>
<td>1%</td>
<td></td>
</tr>
<tr>
<td>Sailing</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>1%</td>
<td></td>
</tr>
</tbody>
</table>

(See Appendix C)

8. **What types of recreational trails would you like to see MORE of in the TFSWA? (circle all that apply)**

<table>
<thead>
<tr>
<th>Trail Type</th>
<th>Percentage</th>
<th>N = 223</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hiking Trails</td>
<td>19%</td>
<td></td>
</tr>
<tr>
<td>Cross Country Ski Trails</td>
<td>13%</td>
<td></td>
</tr>
<tr>
<td>Hunting Trails</td>
<td>10%</td>
<td></td>
</tr>
<tr>
<td>ATV Trails</td>
<td>10%</td>
<td></td>
</tr>
<tr>
<td>Snowshoe Trails</td>
<td>10%</td>
<td></td>
</tr>
<tr>
<td>Canoe/Kayak Portage Trails</td>
<td>7%</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>7%</td>
<td></td>
</tr>
<tr>
<td>Interpretive Trails</td>
<td>6%</td>
<td></td>
</tr>
<tr>
<td>Snowmobile Trails</td>
<td>5%</td>
<td></td>
</tr>
<tr>
<td>Mountain Biking Trails</td>
<td>5%</td>
<td></td>
</tr>
<tr>
<td>Winter Biking Trails</td>
<td>2%</td>
<td></td>
</tr>
<tr>
<td>Dog Sled Trails</td>
<td>1%</td>
<td></td>
</tr>
<tr>
<td>Horseback Riding Trails</td>
<td>1%</td>
<td></td>
</tr>
</tbody>
</table>

(See Appendix C)
9. If new recreational trails were proposed for creation inside the TFSWA, what concerns would you have? (circle all that apply and specify trail type)

### A. OVERALL CONCERNS

<table>
<thead>
<tr>
<th>Concern Type</th>
<th>Total Responses</th>
<th>Percent of Total</th>
<th>N = 381</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise</td>
<td>(78)</td>
<td>20%</td>
<td></td>
</tr>
<tr>
<td>Damage to Wetlands</td>
<td>(55)</td>
<td>14%</td>
<td></td>
</tr>
<tr>
<td>Dust</td>
<td>(42)</td>
<td>11%</td>
<td></td>
</tr>
<tr>
<td>Trespass on Private Land</td>
<td>(42)</td>
<td>11%</td>
<td></td>
</tr>
<tr>
<td>Overcrowding</td>
<td>(41)</td>
<td>11%</td>
<td></td>
</tr>
<tr>
<td>Spread of Invasive Species</td>
<td>(32)</td>
<td>8%</td>
<td></td>
</tr>
<tr>
<td>Impacts on Water Quality</td>
<td>(30)</td>
<td>8%</td>
<td></td>
</tr>
<tr>
<td>No Concerns</td>
<td>(28)</td>
<td>7%</td>
<td></td>
</tr>
<tr>
<td>User Conflicts</td>
<td>(27)</td>
<td>7%</td>
<td></td>
</tr>
<tr>
<td>Other (See Appendix C)</td>
<td>(6)</td>
<td>2%</td>
<td></td>
</tr>
</tbody>
</table>

*This chart shows number of members who indicated a concern, by concern type.*

*Example, 78 members indicated a concern with noise if new trails (of any kind) were proposed.*

### B. CONCERN BY TRAIL TYPE

*See Appendix A for details of Concerns by Trail Type*

10. If you fish, what is your favorite type of fishing?

- Traditional “Hook & Line” Fishing (125) 82%
- Ice Fishing (18) 12%
- Fly Fishing (6) 4%
- Motor Trolling in a Boat (3) 2%

11. What fish species are you most interested in fishing for?

- Walleye (106) 45%
- Panfish (41) 18%
- Musky (35) 15%
- Smallmouth Bass (34) 15%
- Northern Pike (12) 5%
- Other (5) 2% (See Appendix C)

12. Are you interested in or do you participate in fishing tournaments?

- No (115) 88%
- Yes (16) 12%

13. If yes, for what species? (circle all that apply)

- Walleye (12) 38%
- Musky (9) 28%
- Bass (7) 22%
- Panfish (4) 13%

14. Do you think it is important to take into account the concerns of seasonal residents as well as full-time residents (voters) when conducting local planning?

- Yes (108) 92%
- No (10) 8%

*N = 118*
SECTION TWO – RESULTS

Due to a potential proposal to develop new ATV Trails inside the TFSWA project boundary, the following section will help us to better understand member views on recreational ATV use in and around the TFSWA. Questions 15-20 are for current ATV users. If you do not ATV, please go to question 21.

Please note the difference between an ATV Route and an ATV Trail. Routes are generally on public roads specifically designated as such by a local ordinance. Trails normally are in an off-road corridor specifically designed for ATV use.

**Questions 15 through 20 were answered only by those who are current ATV users.**

15. If you own or rent an ATV, where do you ride your ATV? (circle all that apply)

<table>
<thead>
<tr>
<th>Option</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>On my own property</td>
<td>36%</td>
</tr>
<tr>
<td>Designated ATV Routes</td>
<td>31%</td>
</tr>
<tr>
<td>Designated ATV Trails</td>
<td>26%</td>
</tr>
<tr>
<td>Other Private Property</td>
<td>7% (w/ permission)</td>
</tr>
</tbody>
</table>

N = 107

16. Does your local property border on or have direct access to a designated ATV Route or Trail?

<table>
<thead>
<tr>
<th>Option</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes - Route</td>
<td>45%</td>
</tr>
<tr>
<td>No</td>
<td>27%</td>
</tr>
<tr>
<td>Yes – Both</td>
<td>26%</td>
</tr>
<tr>
<td>Yes – Trail</td>
<td>2%</td>
</tr>
</tbody>
</table>

N = 55

17. Do you use a trailer to transport your ATV to designated ATV Routes or Trails?

<table>
<thead>
<tr>
<th>Option</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>80%</td>
</tr>
<tr>
<td>Yes</td>
<td>20%</td>
</tr>
</tbody>
</table>

N = 55

18. What months of the year do you ride the most?

<table>
<thead>
<tr>
<th>Season</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fall (September - November)</td>
<td>36%</td>
</tr>
<tr>
<td>Summer (June - August)</td>
<td>36%</td>
</tr>
<tr>
<td>Winter (December - March)</td>
<td>15%</td>
</tr>
<tr>
<td>Spring (April - May)</td>
<td>14%</td>
</tr>
</tbody>
</table>

N = 81

19. How do you rate the existing system and availability of ATV ROUTES in Iron County?

<table>
<thead>
<tr>
<th>Rating</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Good</td>
<td>54%</td>
</tr>
<tr>
<td>Fair</td>
<td>27%</td>
</tr>
<tr>
<td>Excellent</td>
<td>19%</td>
</tr>
<tr>
<td>Poor</td>
<td>6%</td>
</tr>
</tbody>
</table>

N = 51

20. How do you rate the existing system and availability of ATV TRAILS in Iron County?

<table>
<thead>
<tr>
<th>Rating</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Good</td>
<td>51%</td>
</tr>
<tr>
<td>Fair</td>
<td>28%</td>
</tr>
<tr>
<td>Excellent</td>
<td>19%</td>
</tr>
<tr>
<td>Poor</td>
<td>2%</td>
</tr>
</tbody>
</table>

N = 47

21. What do you think about ATV use in general? (circle all that apply)

<table>
<thead>
<tr>
<th>Statement</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>I am concerned about environmental impacts of ATV’s in TFSWA</td>
<td>16%</td>
</tr>
<tr>
<td>I am concerned about the aesthetic impacts of ATV’s in the TFSWA</td>
<td>15%</td>
</tr>
<tr>
<td>I am concerned that ATV’s will not stay on designated Trails and Routes</td>
<td>15%</td>
</tr>
<tr>
<td>I enjoy recreational ATV riding</td>
<td>8%</td>
</tr>
<tr>
<td>I use ATV’s for Ice Fishing</td>
<td>8%</td>
</tr>
<tr>
<td>I use ATV’s for Work</td>
<td>7%</td>
</tr>
<tr>
<td>I am concerned about safety regarding ATV’s</td>
<td>7%</td>
</tr>
<tr>
<td>I use ATV’s for Hunting</td>
<td>6%</td>
</tr>
<tr>
<td>I would like to have more access to ATV Routes (on public roads)</td>
<td>5%</td>
</tr>
<tr>
<td>I would like to be able to access local businesses via ATV</td>
<td>5%</td>
</tr>
<tr>
<td>I would like to have more ATV Trails</td>
<td>4%</td>
</tr>
<tr>
<td>Other (See Appendix C)</td>
<td>3%</td>
</tr>
</tbody>
</table>

N = 464
SECTION THREE—RESULTS

The TFSWA is managed by WI-DNR according to provisions of a Master Plan finalized in 1995. The Master Plan, in section H(6), states that “No new snowmobile or ATV trails are planned”, and in section H(5) states that that “Secondary roads not needed for public access will be closed to motorized vehicles to eliminate potential conflicts between recreational users.”

Based on the Association’s mission statement, Master Plan language (above), concerns about wetland damage, erosion and runoff at stream crossings and the potential for spread of invasive species on ATV tires, the Association has opposed new ATV Trails inside the TFSWA.

22. Do you support the Association continuing to oppose new ATV Trails on public land inside the TFSWA project boundary?

<table>
<thead>
<tr>
<th></th>
<th>Yes (100)</th>
<th>80%</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>(25)</td>
<td>20%</td>
</tr>
<tr>
<td>N = 125</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

See Appendix B for Detailed Analysis of Question 22

23. Please indicate your position on new development of other types of recreational trails inside the TFSWA project boundary.

<table>
<thead>
<tr>
<th>Trail Type</th>
<th>Support</th>
<th>Oppose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Canoe or Kayak Trails (portages)</td>
<td>(82)</td>
<td>(18)</td>
</tr>
<tr>
<td>Bike Trails</td>
<td>(71)</td>
<td>(32)</td>
</tr>
<tr>
<td>Cross Country Ski/Snowshoe Trails</td>
<td>(85)</td>
<td>(18)</td>
</tr>
<tr>
<td>Dog Sled Trails</td>
<td>(50)</td>
<td>(39)</td>
</tr>
<tr>
<td>Horse Trails</td>
<td>(32)</td>
<td>(51)</td>
</tr>
<tr>
<td>Snowmobile Trails</td>
<td>(39)</td>
<td>(58)</td>
</tr>
<tr>
<td>N = 100</td>
<td>N = 103</td>
<td>N = 89</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Trail Type</th>
<th>Support</th>
<th>Oppose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Canoe or Kayak Trails (portages)</td>
<td>(82)</td>
<td>(18)</td>
</tr>
<tr>
<td>Bike Trails</td>
<td>(71)</td>
<td>(32)</td>
</tr>
<tr>
<td>Cross Country Ski/Snowshoe Trails</td>
<td>(85)</td>
<td>(18)</td>
</tr>
<tr>
<td>Dog Sled Trails</td>
<td>(50)</td>
<td>(39)</td>
</tr>
<tr>
<td>Horse Trails</td>
<td>(32)</td>
<td>(51)</td>
</tr>
<tr>
<td>Snowmobile Trails</td>
<td>(39)</td>
<td>(58)</td>
</tr>
<tr>
<td>N = 100</td>
<td>N = 103</td>
<td>N = 89</td>
</tr>
</tbody>
</table>

24. Has the Association given you enough information about recreational use planning to respond to this survey?

<table>
<thead>
<tr>
<th></th>
<th>Yes (114)</th>
<th>91%</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>(11)</td>
<td>9%</td>
</tr>
<tr>
<td>N = 125</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

25. With what you know about recreational use planning issues would you feel comfortable attending or commenting at a local meeting such as the Conservation Congress, Town or County Board, WI-DNR public meeting, etc.?

<table>
<thead>
<tr>
<th></th>
<th>Yes (54)</th>
<th>47%</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>(61)</td>
<td>53%</td>
</tr>
<tr>
<td>N = 115</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Thank you for completing this survey. Please use the space below (or an additional sheet) to express other concerns or opinions.

See Appendix D for Listing of Concerns/Opinions expressed by Members

Name (optional)

Please return by August 11, 2014 using the pre-addressed and pre-stamped envelope.

(If return envelope is lost/misplaced, please return the survey to: TFF-TL POA, PO Box 631, Mercer, WI 54547)
APPENDIX A

Question 9 (B) - Member Concerns if new Trails were proposed for inside TFSWA
(Number of Responses by Type of Trail)

Concern: Noise

Concern: Damage to Wetlands

Concern: Overcrowding
APPENDIX A

Question 9 (B) - Member Concerns if new Trails were proposed for inside TFSWA
(Number of Responses by Type of Trail)

Concern: Trespass on Private Lands

Concern: User Conflicts

Concern: Impact on Water Quality
APPENDIX B

Detailed Analysis for Question # 22 (which read):

"Do you support the Association continuing to oppose new ATV Trails on public land inside the TFSWA project boundary?"

<table>
<thead>
<tr>
<th>Letter</th>
<th>Area of TFSWA</th>
<th>Support</th>
<th>Oppose</th>
<th>Not Answered</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Sturgeon Bay Landing</td>
<td>11</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>B</td>
<td>Lake Bastine</td>
<td>22</td>
<td>8</td>
<td>2</td>
</tr>
<tr>
<td>C</td>
<td>4-Mile Creek</td>
<td>6</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>D</td>
<td>Norway Point/Merkle Lake</td>
<td>19</td>
<td>5</td>
<td>2</td>
</tr>
<tr>
<td>E</td>
<td>Springstead Landing</td>
<td>23</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>F</td>
<td>Horseshoe/Townline</td>
<td>7</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>G</td>
<td>Rat Lake</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>H</td>
<td>Trude Lake</td>
<td>8</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>J</td>
<td>Special Member (not prop owner)</td>
<td>1</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>No Property Location Given</td>
<td>2</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>100</td>
<td>25</td>
<td>9</td>
</tr>
</tbody>
</table>

Note: No members had property near Murray's Landing (Letter I)

<table>
<thead>
<tr>
<th>Letter</th>
<th>Voting Location</th>
<th>Support</th>
<th>Oppose</th>
<th>Not Answered</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Mercer</td>
<td>22</td>
<td>10</td>
<td>1</td>
</tr>
<tr>
<td>B</td>
<td>Sherman (Springstead)</td>
<td>13</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>C</td>
<td>Other</td>
<td>58</td>
<td>12</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>No Voting Location Given</td>
<td>7</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>100</td>
<td>25</td>
<td>7</td>
</tr>
</tbody>
</table>
APPENDIX C

This is a listing of written responses when “OTHER” was selected as an answer for Questions 6, 7, 8, 9, 11 & 21. Comments are not shown in any particular order.

Q #6: What characteristics most attracted you to purchase property on or near the TFSWA?
1. Master Plan saying no new motorized trails.
2. Trapping
3. Waterskiing
4. Not too many people
5. Business
6. Be near family
7. Proximity to Mountain Bike Trails (Hayward/Cable)
8. Snow
9. In my blood – started at grandparent’s cabin in 1941 & have owned a cabin since 1966. Most of the above apply.
10. Family vacations

Q #7: Please circle your primary recreational activities when in the TFSWA
1. Hanging Out
2. Working around the cabin/property. Enjoying family activities, visiting surrounding towns.

Q #8: What types of recreational trails would you like to see MORE of in the TFSWA?
1. None (11 different members made same comment)
2. None, it means more traffic, more noise and more people.
3. None except biking trail from Mercer to Manitowish Waters.
4. Bike trail connecting to trail by Boulder Junction, Manitowish Waters, etc.
5. Love to have nice bike trail along FF and Popko Circle – bicycle trails by roads not on them.
6. Connect Frontier Inn to Springstead Road.
7. Running trails

Q #9: If new recreational trails were proposed for creation inside the TFSWA, what concerns would you have?
1. Safety
2. Safety – we’ve noticed a marked increase of ATV’s on County FF since Popko Circle was opened as a route.
3. Since Popko Circle was opened to ATV’s Nokomis Road & Charlotte’s Way have become a “site seeing” route. Unappreciated when you bought property for tranquility!
4. Trail surface damage by horses, ATV, Snowmobiles
5. Trash – ATV’s

Q #11: What species are you most interested in fishing for?
1. All (5 different members made same comment)
APPENDIX C

Q #21: What do you think about ATV use in general?
1. There should not be an ATV route on Popko Circle. Right now this is being used a trail.
2. Purchased property after reading Master Plan saying no new Motorized Trails.
3. ATV’s & Jet ski’s are totally inconsistent with a wilderness setting. More trails, ATV’s and traffic will destroy the character of the Flowage area.
4. I have already experienced excessive noise due to ATV’s being allowed on Popko. Also a group went down my road from Popko yet it’s not designated as ATV approved.
5. Noisy & obnoxious, they are usually speeding.
6. No worse than high HP boats.
7. I would enjoy riding an ATV for quiet easy riding which actually seems almost impossible because others would take advantage in a negative way. We have seen hunters shooting grouse on ATV’s. This is unacceptable!
8. We have more ATV trails in Iron County than any other county. Why do we need more! Is this a push by local business for more trails? Businesses need to use marketing, advertising, and customer service to attract customers, not ask local government for favors to benefit them solely.
9. Noise
10. ATV is another sign of the technology of taking. We don’t need it or want it.
11. Should not be allowed on paved roads.
12. There are more ATV’s registered than snowmobiles so there has to be some designated routes for their use. I would recommend being able to use the side of a street in order to connect with established ATV trails.
13. Speed limits not observed.
14. This is not the place for ATV’s.
15. When I drive to Hurley I see the rutted trails and the trailers full of mud covered ATV’s. What a noisy, muddy mess!
16. No real opinion on topic
17. There is enough trails/routes
APPENDIX D

This is a listing of concerns and opinions expressed in the Comment section at the end of the Survey. Comments are not shown in any particular order.

1. Our property is on W. Camp Nokomis Road (Trude Lake). We are concerned about ATV's driving up & down our road, into our driveways & disturbing the tranquility of our area. They can come right off of Popko Circle onto our road. We are concerned about noise levels. This is supposed to be Loon Country, not an ATV Track.

2. I think this is absolutely wrong that the Association is trying to impose a negative view on recreational trails on county/town roads! How did the Association come up with the assumption that the Association should oppose the ATV trail when I, as a member was never asked, nor was any vote taken. Is this the president pushing her views & taking advantage of her position to voice her own agenda? There's room for everyone.

3. Thanks for being a watchdog and advocate for the beautiful TFSWA!

4. We expect ATV's to be respectful of other people's rights and peace and tranquility. That should also apply to our president of the Association. She does not slow down when she drives by you with her boat (50'-75') away. Very rude for somebody who should set an example!

5. Let's keep it natural and unspoiled.

6. I think ATV'ers should use Popko Circle and town roads not trails in the woods.

7. I am not a fan of the noise and dust generated by ATV's.

8. Thank you for all who took the time to out this survey together and will analyze the returned completed forms. Lots of work, but something that needed to be done to best represent all our paying members, especially those who reply. How can we eliminate Jet ski's and big high HP motors and inboard/outboard and all inboard motors?

9. I did not appreciate the fact that the ATV issue was discussed at a city board meeting after the summer residence people had left for the season and were unable to attend the meeting and voice their opinions.

10. We are near rental property, Turtle Flambeau Dam Road. The ATV route is used more as a trail (back & forth) with no speed limit observed.

11. We are usually not available to attend meetings.

12. I just sold my condo at Lake Bastine. I don’t know if ATV’s were allowed on Flambeau Dam Road, but they are buzzing up and down the road at all hours. I live near the Tuscedia Trail, a popular ATV route. Lately I have noticed that many of the ATV’s have removed the mufflers and go with straight pipes. Very noisy and they get bigger every year.

13. I would like a “NO ATV’S” sign at the beginning of all roads that lead off Popko where these roads are not approved for ATV use.

14. Thank you for all the work you do. I wish I could be more active in the Association, but right now I can’t. Maybe in the next 1-1.5 years. I am retired DNR: Fisheries, ER, Forestry, Master Planning ... 

15. I am not happy with the way the “2 year trial period” for ATV’s was approached. I feel a 3 or 6 month trial period would have been more appropriate & all residents should have been notified via mail. I did voice my opinion in a letter, but it obviously was already going through.

16. Iron County already has the largest ATV trail system of anywhere in WI. No need for more inside the TFSWA Project Boundary.
APPENDIX D

17. I don’t feel the Association supported the opposition of the ATV route on Popko Circle. The same issues that affect the land also affect Popko Circle. Let’s keep the Flowage a wild and scenic area it was meant to be.

18. Part-time residents contribute significantly to the tax base without consuming tax paid services at the same rate as full-timers. This is an economic plus for the taxing bodies. To not include part-time residents in discussions about recreation (which is why most of them are here) is, at least, disrespectful.

19. We would like to see a fishing tournament maybe 1 time a year or have contests on larger fish.

20. 30 years ago I said we should raise walleye for re-stocking like Minnesota.

21. The Master Plan was done in 1995 when ATV use was still in its infancy. Things have changed dramatically and I feel there can be equal balance between locals and part-timers. I feel locals have and will be against any more ATV/UTV access period.

22. I am not a property owner. However we have been coming several times a year for the past 46 years, so I almost feel like a resident. Many things have changed over these 46 years and will continue to do so as the generations change. We can’t go back and time does not stand still. It will never be the same again.

23. Property owners, full-time residents and frequent visitors must work together for the whole.

24. If motorized vehicles are banned on the Flowage and TFSWA do you think tax base will remain the same? Does the TFF-TL POA think any tourists will come to Iron Country if bans on motorized vehicles are initiated?

25. We have many acres of land owned by the public. There is no reason it can’t have more usage. The roads to the boat landings do not need to be closed to ATV’s or snowmobiles. The main connection needed is to get to town and other trails that exist.

26. Development including new trails, additional campsites, improving existing campsites or trails are counter-productive to the very reasons most of us located on the Flowage. Peace, quiet and at least a hint of what wilderness is all about will not be encouraged by building a bunch of new trails. We used hear Whipporwhills, Hermit Thrushes and many other birds—not in the last 10 years. How often does anyone see baby loons?

27. The Turtle-Flameau area is different than the Minocqua & Eagle River areas. Let’s keep this area primary for those wishing for a more remote are to enjoy outdoor activities. The damage done by ATV’s to the environment is very evident in other areas of our state.

28. I favor lower smallmouth size limit – make room for more walleyes.

29. I appreciate what the Association does. Thank you! Sure can’t beat communication and you help keep us informed.

30. I would like to see trolling, by electric trolling motors only, be allowed on the TFF. No gas motor trolling and limit lines to one.

31. Stop shocking the Flowage and killing off crawfish or crabs, no food for fish. Don’t keep the flowage so full – it’s washing out the banks.

32. Although I am a seasonal/part-time resident, I would welcome trail development along the 182 corridor. I see the ATV trails in Hayward and the numbers using them. That kind of activity along 182 would do wonders for business. This corridor is also somewhat removed and therefore resident concerns would be greatly minimized.

33. See attached full page of typewritten member comment.
To: The TFF-TL POA Board of Directors

RE: Comment requested on ATV Trails and use of public lands within the TFF Scenic Waters Boundaries

I appreciate the opportunity to communicate my opinions and ideas on this topic. Property owners fortunate enough to own land within the boundaries of the TFF Scenic Waters area certainly have a large stake in how the public resource is used and managed. I have been a long time Special Member of your Association and have been fortunate enough to have spent a large portion of my free time in and around the TFF since I was a child. I view the TFF area as one of the biggest success stories and efforts of the WIDNR. I view the ongoing management and control as critical to everyone’s enjoyment of the area today as well into the future.

I appreciate all efforts to protect the area from harm and to sustain the “wildness” of the area from development. I also support the use of the public land for public use. Fortunately the area is diverse in size and terrain. I always observe the “quiet areas” of the flowage in respect for those seeking peace and quiet. They deserve a place to go as much as I do in my motorboat. Likewise the opportunities hunt, fish, and explore are numerous in the TFF area. I am all for having these lands And waters open to responsible use for all to enjoy in the ways they choose.

ATVs and other motorsports can have a very polarizing effect on public opinion. Those of us who enjoy riding ATVs want to have access to quality trails and riding areas. Business that would like to have ATV riders as customers is certainly understandable. I am in favor of allowing business(s) to create an access trail across undeveloped state lands within the TFF area. Of course the protection of the surface waters, and proper maintenance would be a condition of the access point. I do not believe the public should have to pay for this trail or the maintenance of it. The access trail should be paid for by the business owner or the local ATV club/trail funds.

I am not in favor for the creation of a trail system within the boundaries of the TFF area. Allowing access to businesses within the designated TFF area to the surrounding trail system is different than creating new trail systems within the states property. I feel the trail system that surrounds TFF area to be quite large and well maintained. Having some feeder/access trails to existing businesses would only enhance what is already in place.

I am fortunate enough to own property within two miles of the TFF scenic waters area that is on an existing ATV route. I feel it enhances my property value, is another form of recreation, and the ability to reach business that offer fuel and other supplies via ATV trails would be a great thing if managed and created properly.

Please consider taking a proactive position on the ATV trail issues you are currently facing. Compromise and respect for everyone’s use of the resources and local businesses could be a real positive. Enhancing everyone’s use of the TFF area while protecting the resource can be achieved with common sense and understanding.

Thanks in advance for considering my ideas and suggestions. I am confident that all of the leaders in the TFF-TL POA will ultimately do what’s best for the TFF area and all of us who enjoy it in ways we all like.

Sincerely,
Q18. Regarding ATV/UTV trails, do you feel Iron County, Wisconsin:

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Has an adequate number of miles of ATV/UTV trails.</td>
<td>61.7%</td>
<td>303</td>
</tr>
<tr>
<td>Has an adequate number of miles of ATV/UTV trails, but improvements are needed.</td>
<td>16.9%</td>
<td>83</td>
</tr>
<tr>
<td>Needs more ATV/UTV trails</td>
<td>21.4%</td>
<td>105</td>
</tr>
</tbody>
</table>

Q19. Please identify ATV/UTV trail improvement(s) needed in Iron County: (Please identify locations and improvements needed)

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>70</td>
</tr>
</tbody>
</table>
Intro page for the TFSWA on WDNR web site

This description is what the character of the TFSWA is supposed to be about, and indicates to potential users what to expect if they visit, and how special this place is.

This is how the TFSWA been promoted/sold/marketed to the taxpayers of Wisconsin for many years.

What is the new marketing and promotion campaign going to be if ATV trails are allowed?

“Turtle-Flambeau Scenic Waters Area

Slip your boat into the water, take it out far enough to lose sight of the landing and look around, you're treated to a view of nature - of wild beauty and all its splendor. Tall stands of pine and birch crowd the shoreline, a pair of loons dive in a quiet bay, and high overhead, a bald eagle circles.

This view will remain. The rugged Turtle-Flambeau Flowage will not fall victim to fragmented development along its shores. The scenic beauty and wild character will be preserved for future generations to enjoy.”
Here are my comments regarding the Turtle-Flambeau Scenic Waters Area (Iron County) and draft amendment to the recreation portion of the 1995 master plan.

What proposed changes described in the amendment do you support? Why?
I do not support any changes. I believe the changes of this nature require more public input, research and open discussion.

What proposed changes described in the amendment do you oppose? Why?
I oppose all changes. The costs of the trail are high and are not the best use of taxpayer dollars. There is a high risk private parcel in question that makes the development of the 0.5 mile trail a big gamble. This parcel was not addressed at the Sherman township meeting I attended and is a key component to connecting the trail. The property owner (present and future) can say "no" to ATV/UTV access.

Are there parts of the proposed amendment that are confusing or unclear? Is so, which parts and what changes would you suggest?
What is unclear is how this process go so far without public input! The process seems to be pushed through by a specific special interest group that doesn’t represent the majority of the property owners.

What other comments of suggestions would you like to share regarding the proposed amendment?
Iron County did a survey a few years ago that addressed the development of new ATV/UTV trails. The majority of those completing the survey did not want anymore new trails especially since Iron County has more miles of trails than any other county in Wisconsin. The Turtle-Flambeau Scenic Waters Area is considered the "crown jewel" of Wisconsin, noted for it's wilderness and quiet atmosphere. Can’t you leave this space alone for those us who want it this way? I know some business owners think more ATV/UTVs means more money for them. How about others that bring money into the area such as bikers, hikers, paddlers, etc. Aren’t you discouraging these groups from coming here and spending their dollars?

Leann Malison
Mercer, WI 54547
I would like to strongly voice my opposition to opening up more trails for ATV use in the Turtle Flambeau area. I feel that there are so few areas left that feel wild and remote, and to have that kind of area near my town of Mercer is such a joy. It would be a shame to add noise and gasoline fumes to this pristine environment. There seem to be plenty of trails available to ATVers right now, I believe people who love silent sports, such as birding, hiking and kayaking, should have have areas set aside for them, as well.

Respectfully submitted, Hedda Patzke, Mercer, Wi 54547
What is going on why isn't the DNR listening to us? Why hasn't the DNR responded to the TFF-TLPOA letter? Why did the DNR ignore the opposition of inclusion of ATV in the TFF Scenics Waters Area earlier this spring during the first scheduled informational meeting? WHY IS THIS CURRENT INFORMATIONAL MEETING BEING HELD SO FAR AWAY FROM THE AREA OF CONCERN?

Jeff and Diane O'Krongly
4522 N. John Dul Rd
Mercer, WI 54547
Hello John Pohlman,

I am writing to you about my concern about putting an ATV/UTV trail through the Turtle Flambeau Scenic Waters Area property (TFSWA). My husband and I chose to live in the TFSWA because the management plan called for no new motorized trails. We find value in the sounds of birds, waterfalls, wind, waves, frogs, and other wildlife. ATV/UTV use often conflicts with non-motorized uses, such as hiking, biking and kayaking (ATV/UTV create low wavelength sounds that travel long distances). Additionally, noise and intrusion of the modern world into nature often compromises the enjoyment of many user groups.

There are already more motorized trails in Iron County than in any other county in Wisconsin. The northern part of Iron county has fewer lakes and other wetlands and is much more suited to ATV/UTV traffic. The numbers of motorized recreationists, and their intensity of use, also results in environmental degradation that reduces the pleasure of non-motorized visitors, potentially resulting in displacement of the non-motorized users. ATV/UTV would not only create sound pollution, but their use would harm air quality, and increase erosion into the pristine Little Turtle River. The proposed ATV/UTV trail would follow snowmobile trail 10 and would impact hunters, hiker, kayakers, and bike riders already using the area.

Does the State of Wisconsin plan to increase the number of law enforcement officials (Wardens) with the opening of state lands to ATV/UTVs? Is the state considering all cost of increasing the access to motorized vehicles. I have reported ATV/UTV rider violations that have occurred on State of Wisconsin lands and Iron County lands in the vicinity of this proposed trail. Each time I am asked to give a registration number. I have never been able to give a number because the vehicle was too far away, and other times the vehicle was not present only its destructive tire rutting was left. What is the true cost of more motorized trail development?

The proposed trail would impact the Dead Horse Grouse Management Area (DHGMA). This management area has great walking trails with information signs and several unique features. One feature is Kyle lake a deep-water bog. Kyle lake has picture plants, orchids, sundews, and many other bog plants. You can walk on the floating peat moss ground and see the black spruce move up and down. The Little Turtle river that runs through the property is completely wild and is a great place to kayak.

Iron County only has 9 miles of bike trails compared to the hundreds of miles of motorized trails that already exist. There is very limited access to walking trails that are maintained for foot travel in the Mercer area. The TFSWA is considered by many one of the last wild places in Wisconsin. Please consider leaving some of it for those who really like to seek a true wilderness experience.

Diane O’Krongly
4522 N. John Dul Road
Mercer, WI 54547
John,

See below.

This article, and the book it talks about, is why those who live and recreate inside the TFSWA are in opposition to the proposed ATV trail.

We also stand opposed to any attempt to degrade what a fantastic resource it is for the people of Wisconsin.

See you next week at the open house.

Tom Mowbray
4815W Frank's Lane
Park Falls, WI 54552

TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

Public input on the draft amendment to the recreation portion of the 1995 master plan

The Department of Natural Resources (DNR) is proposing a change to the recreation portion of the 1995 master plan to allow the establishment of a 0.5-mile ATV/UTV trail and route across the far northern part of the property. The short trail and route would provide a potential connection between Hadley Road and Popko Circle West Road, both of which are local roads that have been designated as ATV/UTV routes. The proposed amendment would also update the land management classification map and nomenclature and change the classification of a 27-acre parcel to Recreation Management Area.

This form is intended to gather your ideas and perspectives about the proposed amendment. You can review the amendment by visiting the DNR webpage (dnr.wi.gov and search: “Turtle Flambeau amendment”). Please share your perspectives on the following topics – PLEASE BE AS SPECIFIC AS POSSIBLE.

1. What proposed changes described in the amendment do you support? Why?
   I do not support including access to ATV/UTV to the TFSWA. ATV/UTV use is not compatible with the original management plan theme. Iron count already has 200 miles of ATV/UTV trails.

2. What proposed changes described in the amendment do you oppose? Why?
   Allowing ATV/UTV to cross any part of the TFSWA properties. I enjoy visiting the Turtle Flambeau flowage & the quiet solitude I experience there. It is unlike other locations.

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?
   No part of the amendment is confusing to me.

4. What other comments or suggestions would you like to share regarding the proposed amendment?
   Any place in the state can have ATV/UTV trails, but few places can give the visitors natural quiet, where the sounds connect us back to the land and where our minds can be receptive enough to hear what the land is trying to tell us.

5. About you (optional)
   Name: Daniel Perlberg
   Zip code of primary address: 54534

Please mail this form to:
John Pohlman – LF/6
Wisconsin Depart of Natural Resources
P.O. Box 7921
Madison, WI 53707-7921
Or email to:
john.pohlman@wisconsin.gov
TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

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5. About you (optional)
Name: 
Zip code of primary address: 53110

Please mail this form to:
John Pohlman – LF/6
Wisconsin Dept of Natural Resources
P.O. Box 7921
Madison, WI 53707-7921
Or email to:
john.pohlman@wisconsin.gov
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5. About you (optional)

Name: Tim KAPPEL
Zip code of primary address: 53132

Please mail this form to:
John Pohlman – LF/6
Wisconsin Depart of Natural Resources
P.O. Box 7921
Madison, WI 53707-7921

Or email to:
john.pohlman@wisconsin.gov
Mr. John Pohlman LF/6  
Wisconsin DNR  
PO Box 7921  
Madison, WI 53707-7921  

Dear Mr. Pohlman:

I am writing you to comment on the proposed amendment to the Master Plan of the Turtle Flambeau Scenic Waters Area. Our home is near the Springstead Landing on the Flowage and we have been active members of the Turtle Flambeau Flowage and Trude Lake Property Owners Association since shortly after we bought our home in 1998. My wife and I participate annually in the Purple Loose Strife Surveys and in the annual work day when it is possible for us to participate in the work day. We are also one of seven teams that do water quality testing on the Turtle Flambeau Flowage. We live here because it is quiet, it is wilderness-like and we enjoy living near others whose values are similar.

While the proposed ATV Trail which would cut through a small portion of the Scenic Waters Protected Area is not near our home, it concerns us for several very significant reasons which I will detail for you. We are opposed to this amendment in its entirety.

First: We are concerned that this amendment begins the process of eroding the intention of our 1995 Master Plan. The Master plan intention is expressed in great detail in that document and to us it means that the purpose of the Plan is to protect the environment within the Scenic Waters Protected Area from any additional (starting in 1995) intrusion that would disturb plants and wildlife within the protected area. We have owned our home since 1998 and we think this goal of the Master Plan is being achieved, for the most part, at present.

Second: ATV traffic is hard on the ground on which the trail is designated unless it is either paved or groomed. In either case, paving or grooming is an expense the DNR can ill afford at this point in time. In the Springstead area there are snowmobile trails that are currently being used illegally and without land owner permission by ATV riders. The trails are rutted, erosion prone and bare of vegetation. When land owner’s private driveways cross the rutted trail, there are significant bumps encountered. My point here is that the ATV traffic here is minimal. On any designated trail, traffic will be considerably heavier and more frequent causing significant environmental damage to the ground.

Third: ATV traffic is noisy, noisier than cars. ATV groups travel in the summer when windows are open disturbing residents near the trails and, do I have to state the obvious, disturbing the quiet natural environment in which birds and wildlife live along the trails. ATV traffic is seldom one vehicle at a time. It is usually groups of riders traveling together compounding the noise and environmental damage.

Fourth: ATV riders are not known for traveling only on the designated trails. Most do, but too many use the trails to access areas near the trails. “Off roading” must have some thrill value to many riders. When one sees the trailers loaded with muddy ATV’s rolling down the public roads, it does not take a genius to know that environmental harm has taken place. Even a small length of trial in the Scenic Waters Area opens the possibility of considerable environmental damage in that area.
Fifth: Transportation of seeds. Major efforts have been made recently to educate boaters to clean their boats to prevent the movement of seeds that can become invasive in other areas. We have been cautioned for years about using local firewood only. Nothing is being done to prevent ATV’s from transporting seeds.

Sixth: the proposed trail, which includes a segment in the Scenic Waters Area, cannot exist without consent of a private land owner. I understand that the owner has consented to what could be a land use agreement. I also know that the owner is elderly and in declining health. Suppose he gives consent but his heirs or the subsequent land owner withdraws consent? Any money spent in developing the trail will be tax-payer money ill spent. What I have heard is that he plans to install gates to prevent traffic during hunting season. How will riders feel about a closed gate?

Seventh: The DNR is not only stewards of the environment, the DNR is also stewards of the money budgeted to them to manage and protect the environment. Please look at the issue of personnel in the Iron County and Scenic Waters area of the Turtle Flambeau Flowage. We have no full-time Property Manager for the Flowage. We only have a semi-retired, part time employee to oversee the existing Master Plan and look out for the maintenance of the property in the Scenic Waters Area. There is no way a part-time employee can keep up with the work here. There is no warden in this area on a consistent basis and no other regular visits by Conservation Officers either. Why should money be spent on these functions? Because camp sites are being damaged, garbage is being left, live trees are being cut for fire wood, large groups are camping in small campsites. No one checks on campers while they are here and they know it.

Eighth: A great deal of time and effort has been put into understanding the fish population in Turtle Flambeau Flowage. In particular, we have seen a significant decline in the walleye population during the last 20 years. Efforts are being made to restore this population. But there is no one on the Turtle Flambeau Flowage asking to see licenses, looking into live wells and creels and no one on the landings to check that the people fishing abide by the limits published by the DNR. Most people who fish voluntarily abide by the rules but not all do. We know our fishery is hemorrhaging fish because of the lack of enforcement.

Ninth: given the DNR’s neglect of the Scenic Waters Area as noted above it is very clear that there will be no additional enforcement to patrol any ATV trail in the Scenic Waters area or any other public area through which a trail passes. How does it make sense to increase the area and activities in need of patrol when current funding will not provide these basic protections for the current areas already in need of management and enforcement?

Tenth: In the amendment there is language that expresses concern for the quality of the experience the ATV rider has, asserts that this trail segment would enhance the rider’s experience. I must ask: Is it the function of the DNR to concern itself with the quality of the rider’s experience or is it the function of the DNR to protect the environment from abuse and misuse? And what about the experience of the creatures with feet and wings that live nearby?

Finally: if the development of this short trail segment costs any money and possibly as much as $100,000 if the DNR wants to be a good steward of the environment and the money it is given to carry out its function it seems to us the money should be spent to protect and maintain the exiting property, not spent on something that will create more expense.
Am I personally opposed to ATV’s? No, I am not. Am I opposed to ATV trails? No, I am not. Iron county has more miles of ATV trails than any other county in the state. I do not think we need this little piece of trail that would run through the Scenic Waters area of the Turtle Flambeau Flowage.

I oppose the Amendment for all these reasons. I should also add that the Master Plan for this area was written in 1995. This is prior to Administrative Code CH. NR 44. This should mean that this Master Plan is not governed by this Code. It is, as might be expressed in zoning law, a non-conforming use. A Non-conforming use operates under previous standards until such time as they must file for new building permits or face other government review. As such, the entire Master Plan should be reviewed rather than being amended. This review is scheduled in the very near future. The trail can wait that long. IA trail segment in the Scenic Waters Protected Area should be considered as part of a total plan, not as an exception or Amendment to the Plan. I note again here that the DNR is again using its financial resources poorly. Money is being spend to consider an amendment separate from a review of the entire plan. Yet the review must also be done. Redundancy of expense.

We have had my say. We hope you are in agreement.

Cordially,

William P. Stewart    Sally D. Stewart
TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

Public input on the draft amendment to the recreation portion of the 1995 master plan

The Department of Natural Resources (DNR) is proposing a change to the recreation portion of the 1995 master plan to allow the establishment of a 0.5 mile ATV/UTV trail and route across the far northern part of the property. The short trail and route would provide a potential connection between Hadley Road and Popko Circle West Road, both of which are local roads that have been designated as ATV/UTV routes. The proposed amendment would also update the land management classification map and nomenclature and change the classification of a 27-acre parcel to Recreation Management Area.

This form is intended to gather your ideas and perspectives about the proposed amendment. You can review the amendment by visiting the DNR webpage (dnr.wi.gov and search: “Turtle Flambeau amendment”). Please share your perspectives on the following topics – PLEASE BE AS SPECIFIC AS POSSIBLE.

1. What proposed changes described in the amendment do you support? Why?

   All

2. What proposed changes described in the amendment do you oppose? Why?

   None

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?

   No. They are clear

4. What other comments or suggestions would you like to share regarding the proposed amendment?

   None

5. About you (optional)

   Name: Arlyn Baumgarten
   Zip code of primary address: 53142

   Please mail this form to:
   John Pohlman – LF/6
   Wisconsin Depart of Natural Resources
   P.O. Box 7921
   Madison, WI 53707-7921
   Or email to:
   john.pohlman@wisconsin.gov
From: Brenda Rederer <brenda.rederer@icloud.com>
Sent: Friday, June 8, 2018 1:28 PM
To: Pohlman, John D - DNR
Subject: ATV access

Hi John. Please put my comments down as a resounding NO for allowing ATV access. Is there a form I need to fill out?

Thank you,

Brenda Rederer

Sent from my iPhone
Mr. Karl Gustavson  
Ms. Angela Gustavson  
Ms. Kelly Gustavson  
Mr. Patric Mattek  
Mr. Kenneth Koutnik,  
Ms. Toni Koutnik  
Mr. Hal Hoxie  
Ms. Beth Hoxie  
(Owners, Turtle River Condominium Association)  
4607N Popko Cir W  
Mercer WI 54547

July 9, 2018

Mr. John Pohlman  
Wildlife Biologist  
101 S Webster Street  
Madison, WI 53703

Dear Mr. Pohlman:

We are a group of eight long-term owners of residences and properties that are closest and directly adjacent to the area subject to the draft amendment to the Turtle Flambeau Scenic Waters Area (TFSWA) Master Plan. We are high-frequency users of the area and our investments, recreational opportunities, and enjoyment will be directly and substantively impacted by the amendment. We have reviewed the draft amendment to the TFSWA Master Plan and have observed and participated in the department’s public input process. This submittal constitutes eight individual public comment statements from highly affected stakeholders that the draft amendment and the decision and deliberation processes are fundamentally flawed and should be fully withdrawn. The draft amendment fails in the most basic aspects of accuracy, technical rigor, objectivity, and transparency. The amendment’s incorrect and misleading statements, lack of coherent rationale, inconsistency with the Master Plan, and failure to analyze impacts and alternatives, coupled to a flawed public engagement process fail to meet even minimal standards of good governance. These issues are further described below.

1. The amendment has incorrect, incomplete, and misleading information, and determinations supported by an incoherent rationale. As a result, the amendment is unable to support informed decision making by the department and the public.

a) The basic purpose of the proposed update and change to the master plan stated on page 4 is incorrect. It states “a) authorize limited motorized recreation to provide a connection between existing ATV/UTV routes”. The amendment doesn’t connect existing routes or even public spaces. The amendment authorizes an ATV trail from a public road directly to private properties. The trail will then feed through four separate 40-acre parcels of private property. There is no mention of this and no discussion or consideration of whether the private owner has been consulted, agreed to permit ATV use through his land, let the department or County maintain such a trail, or that the land or an easement
will be acquired to ensure access upon future ownership changes. This whole issue is ignored in the draft amendment with odd and misleading text that tangentially mentions “a land use agreement the resident has with the department” (p.5). That agreement grants the landowner access over the state land, it does not provide public access to the land owner’s land. The amendment’s gross mischaracterization of an issue as central as land ownership and connections between public property either demonstrates the Department’s lack of diligence and understanding or is a purposeful misrepresentation. Either way, the outcome is that the record is incomplete and the public and decision-makers have been given incorrect and misleading information. Thus, the record and public input process are unacceptable for decision making and the amendment should not proceed.

b) The rationale for permitting a prohibited use is non-sensical. One of more peculiar sections of the Draft Plan describes how permitting ATV access is consistent with a Master plan that explicitly prohibits it. The Master Plan states “Secondary roads not needed for public access will be closed to motorized vehicles to eliminate potential conflicts between recreational users.” The draft amendment’s rationale for permitting ATV use is classic “double-speak”: “The designation of the ATV/UTV route and trail on the secondary road is needed for public access to connect a longer alignment that provides a connection between Popko Circle Road West and Hadley Road. Thus, this change to the master plan is consistent with the general provision related to closing secondary roads to motorized vehicles unless needed for public access.” In this text, the department has determined that opening trails to motorized access is somehow consistent with a Master Plan that closed trails to motorized access and states “No new snowmobile or ATV trails are planned” and “land uses which are incompatible with the TFSWA’s wild character will generally be prevented.” The proposed amendment usurps 20+ years of precedent and the Master Plan process by positioning the desire to “connect a longer alignment” as a pressing public “need”. This outcome is fundamentally inconsistent with the Master Plan’s stated purpose “to eliminate potential conflicts between recreational users”. Indeed, the draft amendment will create serious user conflicts. The current trail has high value, high use, and high accessibility for grouse hunters, duck hunters, gun/bow deer hunters, wildlife viewers, canoers, hikers, and foragers. Parking adjacent to the walking trail permits ready access by elderly and disabled. In our group, at least two elderly hunters had their last deer hunts while standing right on that trail as they couldn’t get off into the woods. The area’s many current users cannot conduct these activities if it’s an ATV trail; they will get run over. The proposed amendment effectively takes a highly used and desirable area from a large population of current and compatible users, it determines that an incompatible use is now compatible, and then cedes that area to the incompatible uses, all in full disregard to the area’s master plan. The inconsistency of this significant land use change combined with an anemic rationale for the change should negate further consideration of the amendment and it should be withdrawn.

c) In the amendment, 27 acres of habitat preservation and scenic lands are converted into to an ATV use area (currently prohibited in the Master Plan) without any information or analysis. It’s unimaginable that removing this designation from the land and applying a new, on compliant use category to nearly 30 acres of land isn’t considered a significant revision by the department. What’s worse is the department does so with zero basis or justification. The department does not provide any information to the public or decision-makers on why this change is acceptable for the targeted acreage or how changing 27 acres of important habitat and scenic land to an ATV zone is compatible with a Master Plan. There is zero mention and no inventory of habitat types or impacted resources in the 27 acres. There is no assessment of the relative scenic and habitat value of the proposed area compared to other areas in the TFSWA. There are no assessments of the impact to land, water, and wildlife that converting habitat and scenic areas to ATV use will have. There is no information or rationale on how the conversion of scenic shoreline into an ATV zone is consistent with the Master Plan’s objective to “Protect, maintain
and enhance the generally "wild" and undeveloped scenic beauty of the 327 miles of flowage shoreline." If the department were to bother to conduct a site assessment and inventory, the high scenic and habit value of the target area relative to other portions of the TFSWA would be obvious. The area possesses a mix of open-water and emergent wetlands, cedar swamps, sphagnum bogs, a diverse mix of young and mature aspen, maple, and pine forest across a range of striking topography. The area is known as "the ridge" because it’s one of the few areas with substantial topographic relief and associated scenic and habitat value. The department has failed to conduct even the most basic analysis in assessing and presenting whether the area has attributes that are consistent with or counter to the proposed change. If a serious review were conducted, it would be clear that this is one of the last places in the TFSWA that should be turned into an ATV zone. The area’s highest and most appropriate uses are those in the Master Plan (scenic and habitat preservation). An analysis of the attributes of the area and impact of the change is completely absent. As a result, the record is incomplete and decision makers and the public to do not have sufficient information to make an informed decision and the process should not proceed.

d) Even the small amount of information that is provided on the characteristics of the 27 acres is inaccurate. The table on pg. 7 shows 27 acres being removed from a scenic designation, but the area is a mix of scenic and habitat preservation designations. Here, the tiny amount information provided to support the amendment is not only inadequate to support decisions, but it is also wrong. The errors and paucity of information clearly demonstrate the department’s lack of seriousness and rigor, and the inability of the amendment to appropriately inform the public or decision makers. Again, the record to support a change as significant as the proposed amendment is wholly inadequate and decision making should not proceed.

2. The proposal’s impacts to natural resources are not mentioned, analyzed, or addressed.

a) The Department has failed to provide even the most basic analysis of environmental impacts of the proposed change consistent with its mission to protect and enhance Wisconsin’s air, land and water. Requirements in NR 44.04 and S. 1.11 are to “include in every recommendation or report on proposals for legislation and other major actions significantly affecting the quality of the human environment, a detailed statement, substantially following the guidelines issued by the United States council on environmental quality.” In the proposed action that will significantly impact 27 acres of department managed land, no information is presented and there is not a review or analysis.

b) The lack of analysis of environmental impacts masks that soil types and characteristics in the proposed area are not compatible ATV trail development. A simple review of Natural Resources Conservation Service’s (NRCS) databases and soil surveys clearly demonstrates that the chosen route is directly through high gradient and erosive soil areas with a “Severe” negative rating for trail and road development (see Figure 1 below). This rating indicates that “significant erosion is expected, that the roads or trails require frequent maintenance, and that costly erosion-control measures are needed.” Only a miniscule portion of the TFSWA’s entire acreage has high gradient, erosive soil types that achieve a severe negative rating for trail development, yet the department is proposing ATV trail development right through it. The department’s failure to even consider these aspects and conduct a site assessment and information gathering is obvious and disturbing. In its rush to modify the Master Plan to accommodate incompatible uses, the department has fully ignored its core mission and failed to evaluate the impact of its decisions on the resources it is charged to protect. The department has not conducted the appropriate environmental impact assessments and as a result, the assembled record is inadequate to support its decision and provide an appropriate level of information to the public. Public
3. There is no analysis or comparison of alternatives or tradeoffs among user groups. The department’s proposal will generate conflict and pit user groups against one another.

The department has failed to describe, evaluate (or even mention) the impact to existing high-frequency uses and user groups from the proposed changes. The TFSWA Master Plan balances the needs of different user groups in recognition of the statewide significance of the scenic and environmental qualities of the TFSWA. Recognizing this balance and the unparalleled user experience in the TFSWA, the Master Plan’s intent for walking trails is “to provide non-motorized access to the property for hunters as well as other recreational users of the property.” This trail and other similar trails were “closed to motorized vehicles to eliminate potential conflicts between recreational users.” Here again, the proposed amendment directly contradicts and is inconsistent with the objectives, purposes, and areas of emphasis of the Master Plan. Despite being standard practice in resource management and central to the decision at hand, an analysis of tradeoffs, impacts, and benefits to user groups was not conducted. In the absence of such analyses, decision makers and the public are not informed and cannot make necessary cost-benefit interpretations and judge the merit of the proposal.

An unfortunate consequence of the department’s approach is that it pits one user group against another. As evidenced by information provided by multiple users during the public comment period, the proposed ATV zone/trail has high use by many and varied users including hunters, trappers, fishers, canoers, and foragers. The area is a prime example of the Master Plan’s vision for multiple compatible uses within a minimally developed setting. There are few other places in the area with such access to the range of resources and activities the area provides. The area has parking and a well-used walking trail making it accessible to families, the young and old. The area has direct access to the Little Turtle
River for canoeing and kayaking. Converting the area into an ATV trail will functionally end these compatible uses to provide a short-cut for ATVers, when they already have more-than-ample trail and routes. The department’s summary of public comment ignores the input they received on the current, multiple, and high-level of compatible uses of the specific trail. Instead, the department details “Several people noted their camping and paddling experiences at the Cowage and mentioned the oft-stated comparisons to the Boundary Waters Canoe Area in Minnesota.” No doubt true, but the department’s effort to ignore the impact of replacing a hunting/hiking/hunting trail and canoe landing with an ATV trail again reveals the department’s penchant to gloss over the real issues and impact.

A competent analysis would review a range of alternatives on the basis of multiple criteria including usage type and frequency to understand the relative costs and benefits to user groups from proposed changes. Instead, the department has chosen a winner and proposes taking a high quality, highly accessible, and highly used area from current users and giving it to uses prohibited in the Master Plan governing the uses of that area. The concept itself is an abuse of authority. The shoddy, haphazard, and incomplete level of review is an abdication of duty and an insult to hunters, hikers, fishermen, foragers, and canoe/kayak launches about to lose access and opportunity. Overall, the short-sighted and uninformed determination appears based solely on department’s desire to appease a single user group, which is not appropriate for a public resource agency. This stretch of the TFSWA is not a barren forest pine plantation where an ATV trail may not have an impact. Again, this is a highly used, highly desirable area to a wide range of users. That fact is never stated, addressed, or considered in the decision. Overall, the department’s lack of assessment of the type, degree, and frequency of uses renders future decisions uninformed, and until such a basis exists, the proposal should be withdrawn.

4. The amendment provides no evaluation of project longevity or public return on investment. The hasty and poorly conceived nature of the plan fails to recognize the high risk of failure and lack-of-return on the Department’s investment of public funds. The Department appears willing to cede unprecedented use to a proposed trail segment that connects to private, not public, land. Public monies are and will be expended and to seek approval of ATV access and development of a trail that feeds directly through a gate into a long stretch of private property. The high-gradient erosive slopes, narrow bridge without side rails, and presence of gates into and out of state property will make for an expensive trail to design, develop, and maintain. Yet, there is no information on long term prospects. In the same manner that our group of owners permits the County’s snowmobile trail to go through our private property, that access can be revoked at any time. No information on the prospective stability of the private property arrangement or access easements are provided or even mentioned. Private land change owners and land owners change their minds about the desirability of an ATV trail running through the middle of their property. Such changes will leave the State with a “road to nowhere”, the legacy of a short-sighted and ill-conceived decision, and a trail of wasted tax payer dollars.

5. There has been no direct outreach to adjacent owners. Our group represents the nearest residences and properties directly adjacent to the project. There has been no direct outreach on the issue and no consideration of impacts to adjacent properties. Investment decisions made by our group have long been premised on the TFF Master Plan. This amendment is in fact a significant revision that fundamentally alters those decisions, but no outreach or communication has been attempted. Even at the County level, if a variance in use is sought, adjacent owners are directly informed and given a voice in the discussion. In this circumstance, the Department has provided no direct, meaningful, or significant form of engagement to adjacent, impacted stakeholders.
6. The proposal is one-sided and lacks objectivity. One of the most disheartening aspects of the issue has been reading the Department’s one-sided, biased, and advocacy-like emails and materials. The public notices only mention the change “would enable the department to provide ATV/UTV access on designated trails” and “these short connections... both ½ mile in length would create linkages in larger regional trail networks”. The trail is not short, not a connection, and making a 27 acre ATV zone is not trivial, yet the department falls over itself to repeat and repeat and repeat those misleading representations. Besides being factually incorrect, the language reeks of advocacy and lacks objectivity. The positions and statements throughout the amendment are blatantly one-sided. There is not mention that the amendment changes 27 acres of land from “scenic” and “habitat preservation” into an ATV use area, or that such a change is currently inconsistent with the area’s Master Plan, or that change will limit access to and enjoyment by the many current uses that are compatible with the Master plan. Instead the text positions this significant and detrimental change as “improving access and opportunity”. This unbalanced positioning is just not appropriate for natural resource agency that serves a broad constituency.

7. The amendment represents a significant change that warrants a Master Plan revision. The change proposed by the Draft Amendment is a significant revision that constitutes a master plan revision, not an amendment. The proposed amendment is contradictory to multiple objectives and areas of emphasis within the Master Plan. It modifies the well-written and time-tested Master Plan to be self-contradictory. If it is the desire of the department to re-envision compatible uses in the TFSWA, then department should initiate a Master Plan revision to make such changes.

The department appears worried about this shortcoming, listing almost a page of reasons that permitting a prohibited use is somehow consistent with the Master Plan (far, far more thought than was given to evaluating whether natural resources or other users would be impacted by the change). Most of the listed bullets repeat the same inaccurate and misleading assertions described above, while others are simply irrelevant. This emphasis is presumably so that a master plan amendment instead of a revision can be used and the department and associated interests can circumvent an appropriate level of analysis and stakeholder input. For example, “Master Plan Revisions, Amendments, and Variances” (p. 16) states “A master plan revision is required when a proposed change involves an action that applies across the whole property” [department added emphasis] and could bring a substantive change to the purpose and character of the property”, citing Chapter 44, Wis. Admin. Code. This summary is inaccurate and misleading, the statute has no such provision regarding a “whole property” and simply states “Master plan revision” or “plan revision” means a change in the goal or objectives for a property which typically may occur as a result of a 15–year review of the master plan”. The goal of the Master Plan includes to “accommodate compatible recreational opportunities for the general public.” ATVs are not a current compatible use and no further trails were envisioned in the Master Plan, so the amendment effectively modifies the goals of the Master Plan. The planned revision adds a non-compatible use and prohibited trail, and removes a scenic designations from areas governed by a Plan whose primary objective “is to maintain the wild scenic character of the flowage shoreline and surrounding uplands”. It’s ridiculous to consider that is anything other than a major revision. The department then mischaracterizes the issue, stating that changes to just one area of a larger area are by nature insignificant. What type of precedent is that? So a 30 acre Walmart would be insignificant because it didn’t encompass the entire TFSWA?

The draft amendment and associated text is replete with biased language describing the changes as small, short, insignificant. The proposal seeks to bury the actual purpose of the changes deeply in nearly
indecipherable text. However, the changes are significant. They fundamentally change the Master Plan’s goals, objectives, and compatible uses and thus trigger the Master Plan revision process.

On moving the process forward. The current process is tainted, backward, and not salvageable. The department is seeking to approve an unnecessary ATV trail chosen by an ATV advocacy group without regard to precedent, environment impacts, and other user groups. This determination by decree is simply not appropriate for a public resource managed by a public agency, much less for a scenic waters area. To move forward, the department needs to enter into the Master Plan revision process. First, the department should analyze and present a determination on whether there is a need for ATV trails in the area and whether ATV trails should be considered a compatible use. If that is established, then the department should survey the entire TFSWA for areas, soil types, and habitats where ATV trail development is less detrimental. Then the department should conduct a use survey on those areas and engage in formal discussions with neighboring, impacted residents and land owners. Trail options, including an option of no additional trails, should be developed and analyzed on the basis of environmental, user conflict, and acceptance criteria. With an appropriate basis and record, the department can then make a transparent and objective determination on siting a trail. At present, there is no basis, analysis, or record. The approach is blatantly one-sided, and it violates the norms and procedures of a public resource agency as well as the Master Planning Process intended to guide such decisions. In summary, the current amendment fails at many levels and should be withdrawn. If ATV trail development is still desired by the department, then it should proceed in an appropriate, deliberative fashion, as described above.
Good Morning John,

Attached is my husband’s and my input on the proposed draft amendment to the recreational portion of the 1995 TFSWA Master Plan.

Thanking you in advance for your serious and thoughtful consideration on this issue.

Kind Regards,

Gail & Mike Ondresky
4792W Camp Nokomis Road
Mercer, WI 54547

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TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)  
period:

Public input on the draft amendment to the recreation portion of the 1995 master plan

The Department of Natural Resources (DNR) is proposing a change to the recreation portion of the 1995 master plan to allow the establishment of a 0.5-mile ATV/UTV trail and route across the far northern part of the property. The short trail and route would provide a potential connection between Hadley Road and Popko Circle West Road, both of which are local roads that have been designated as ATV/UTV routes. The proposed amendment would also update the land management classification map and nomenclature and change the classification of a 27-acre parcel to Recreation Management Area.

This form is intended to gather your ideas and perspectives about the proposed amendment. You can review the amendment by visiting the DNR webpage (dnr.wi.gov and search: “Turtle Flambeau amendment”). Please share your perspectives on the following topics - PLEASE BE AS SPECIFIC AS POSSIBLE.

1. What proposed changes described in the amendment do you support? Why?
I do not support any of the proposed changes in the amendment. Changes of this magnitude, ones that totally contradict the Master Plan’s mission, goals and objectives; should involve more study, public discussion and public input. Why are we trying to push through such negatively impactful changes without more in-depth study into the future ramifications of allowing changes such as these to TFSWA? This appears to be a very private and small interest group who has spear headed this change.

2. What proposed changes described in the amendment do you oppose? Why?
I oppose all the changes, what is being requested is to put a road into a wilderness area. I say road because ATV’s are as large and noisy as automobiles. I have attached a picture of an example of what ATV’s have morphed into regarding design and size. These vehicles are as large as small jeeps. Is it your intent to allow vehicles of this size to pass through a pristine wilderness area when Iron County has already provided over
200 miles of appropriate ATV trails for these types and sizes of vehicles? It is incredulous to me how the DNR can even propose such actions. I feel it is the civic and moral duty of the Board to question the local DNR as to why they would even propose such an amendment. Are they being politically forced into this?

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?

What is unclear is “How did this ever get to this point of a formal proposal”. If the DNR is not looking out for our natural resources, then who is? I feel abandoned not to have a conservation agency in place that would prevent an amendment such as this to be drafted without in-depth consideration to the future impact of such a change to the TFSWA Master Plan. Proposed changes such as this certainly need to have more thorough consideration and thought to WHY we would even entertain motorized vehicles in the TFSWA. Currently National Parks are beginning to understand the negative impact of motorized vehicles to the natural resources and are initiating efforts to eliminate roads and motorized vehicle traffic through the parks and now Wisconsin is considering adding motorized vehicles into natural wildlife protected lands????? Something is very wrong with this logic. Again, Iron County has already provided over 200 miles of ATV trails, adding a trail through the TFSWA is not an economic consideration, it is a conservation consideration. Please do your due diligence and at the very least hold off on any amendment changes to the TFSWA Master Plan until the plan is evaluated in its entirety as scheduled in the upcoming year. Do not let private interest groups deter or bypass sound process and procedures for evaluating the TFSWA’s Master Plan in its entirety.

4. What other comments or suggestions would you like to share regarding the proposed amendment?

My husband and I are both ATV owners and we enjoy the trails that are provided in Iron County for trail riding, however we also love the TFSWA and chose our home to be adjacent to it and we love the pristine land and resources that the Scenic Waters Area offers. It is a natural resource jewel in northern Wisconsin, please take into
consideration that there is no reason to negatively impact a natural resource that exists. Initiating a change such as this would endanger and risk future deterioration of something we should protect for the generations to come. That is the job of the Department of Natural Resources and I sure pray that there is enough intellect on the Board to recognize this.

5. About you (optional)

Name: Gail & Mike Ondresky, 4792W Camp Nokomis Road, Mercer, WI 54547

Zip code of primary address: ___54547__________

Please mail this form to:
John Pohlman - LF/6
Wisconsin Dept of Natural Resources P.O. Box 7921
Madison, WI 53707-7921
Or email to:
john.pohlman@wisconsin.gov

Wisconsin Department of Natural Resources
After seeing the map for the proposed ATV route, I withdraw my objection and have filled out the online survey supporting the amended plan.

Thanks, John,

Jim Kurz

On Fri, Jul 6, 2018 at 4:27 PM, Pohlman, John D - DNR <John.Pohlman@wisconsin.gov> wrote:

Hi Jim –

Here is a link to the web page regarding the proposed changes to property plans at three properties in the Northwoods Region (including the TFF).

https://dnr.wi.gov/topic/lands/PropertyPlanning/Northwoods/

From this page you should be able to connect to an online survey, if you would like to provide input that way.

Regardless, we will include your email expressing your opposition to ATVs in the public record.

If you have any trouble with the link, let me know.

Best,

John

We are committed to service excellence.

Visit our survey at http://dnr.wi.gov/customersurvey to evaluate how I did.
From: James Kurz [mailto:jbrekkekurz@gmail.com]
Sent: Friday, July 6, 2018 3:14 PM
To: Pohlman, John D - DNR <John.Pohlman@wisconsin.gov>
Subject: Opening the Turtle - Flambeau to ATV

The link "property planning/Northwoods Region didn't work

I couldn't see what was proposed, but I don't want to hear ATV noise or dust while I am enjoying the most remote recreational waters of WI.

Jim Kurz

N4015 Sisters Farm Road

Ladysmith WI

715-532-7246
Dear Mr. Pohman:

Please find attached comment on the draft Turtle-Flambeau Scenic Waters Area amendment by the Turtle-Flambeau Flowage & Trude Lake Property Owners Association. Please let me know if you have any questions.

Cheers,

Aaron Dumas  
Attorney at Law

608.251.0101 Phone  
608.251.2863 Fax  
adumas@pinesbach.com

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Madison, WI 53703  
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TURTLE-FLAMBEAU SCENIC WATERS AREA (Iron County)

Public input on the draft amendment to the recreation portion of the 1995 master plan

The Department of Natural Resources (DNR) is proposing a change to the recreation portion of the 1995 master plan to allow the establishment of a 0.5-mile ATV/UTV trail and route across the far northern part of the property. The short trail and route would provide a potential connection between Hailey Road and Popko Circle West Road, both of which are local roads that have been designated as ATV/UTV routes. The proposed amendment would also update the land management classification map and nomenclature and change the classification of a 27-acre parcel to Recreation Management Area.

This form is intended to gather your ideas and perspectives about the proposed amendment. You can review the amendment by visiting the DNR webpage (dnr.wi.gov and search: “Turtle Flambeau amendment”). Please share your perspectives on the following topics — PLEASE BE AS SPECIFIC AS POSSIBLE.

1. What proposed changes described in the amendment do you support? Why?
   See attached.

2. What proposed changes described in the amendment do you oppose? Why?
   See attached.

3. Are there parts of the proposed amendment that are confusing or unclear? If so, which parts and what changes would you suggest?
   See attached.

4. What other comments or suggestions would you like to share regarding the proposed amendment?
   These comments are submitted on behalf of the Turtle-Flambeau Flowage & Trude Lake Property Owners Association. They are a copy of comments submitted to the NRB on June 27, 2018.

5. About you (optional)

   Name: __________________________

   Zip code of primary address: __________________________

Please mail this form to:
John Pohlman – LF/6
Wisconsin Department of Natural Resources
P.O. Box 7921
Madison, WI 53707-7921

Or email to:
john.pohlman@wisconsin.gov
To the Natural Resources Board

Comments of Aaron Dumas, Pines Bach, LLP
On Behalf of the Turtle Flambeau Flowage and Trude Lake Property Owners Association, Inc.

Thank you for the opportunity to be here today. My name is Aaron Dumas. I am an attorney with Pines Bach LLP, in Madison, and we represent the Turtle Flambeau Flowage and Trude Lake Property Owners Association. This group is an association of approximately 200 households and other members dedicated to maintaining, protecting, and enhancing the quality of the flowage and its surroundings. It has been in existence for over 20 years, and it has worked collaboratively with the DNR on many projects, like enhancing fish habitat and monitoring water quality.

Last fall, this Board voted to initiate a master plan amendment process for three properties in the Northwoods Region, including the Turtle Flambeau Scenic Waters Area. The amendments were to facilitate requests for ATV access on these properties.

We understand this issue may come before the Board at the September meeting, but the Association wanted to alert the Board now of its concerns about the amendment process for the Turtle Flambeau Scenic Waters Area. For this property, the proposed ATV access would create a shortcut through county forest land and private property to a Town road that serves private businesses, including a tavern. It would go through what is now forest on an abandoned and overgrown old logging road. The draft amendment was publicly released earlier this month.

The Association’s primary concern is this proposed policy change should not be considered as a master plan amendment. Adding the ATV trail here exceeds the scope of the amendment process under NR 44, because it would change the goals and objectives in the current Turtle Flambeau Scenic Waters Area master plan. These goals and objectives prioritize preservation of the wild and scenic nature of the area, and enhancing resources such as rare species and our fishery. Adding a use like ATVs would fundamentally change these goals and objectives. In fact, while many recreational opportunities are mentioned among the goals and objectives, ATVs are not. Other parts the plan actually proposing closing roads to motorized traffic, including old logging roads like the one the proposed trail would use.

For a change so fundamentally at odds with the plans goals and objectives, under NR 44, the Board needs to initiate a master plan revision. In fact, last month, the Association sent a letter to Secretary Meyer asking that the agency initiate a master plan revision for the property instead of an amendment. The rules require the Secretary to refer this request to the Board, but it is not on this month’s agenda. The master plan for the Turtle-Flambeau Scenic Waters Area is over 20 years old anyway, and a revision
would allow the Department to consider a wider range of recreational changes, such as bike paths that are now popular in our area. This approach benefits everyone.

We are also concerned that the DNR, in the draft amendment for the Turtle Flambeau Scenic Waters Area, has redefined the terms master plan revision and a master plan amendment, as those terms appear in NR 44, in order to facilitate the changes I have described.

Generally, the draft amendment claims a revision is appropriate for whole property changes, while amendments are appropriate for specific management areas. But the NR44 rules do not define a revision and an amendment this way. Any change that affects a property’s goals and objectives triggers a revision, and it does not depend on how much of a property is impacted—whether it’s a part or the whole thing. That is what is happening with the Turtle Flambeau Scenic Waters Area master plan—adding ATVs is such a major change to the plan that it alters the goals and objectives and triggers a revision, even though it only occurs on the north part of the property.

I have a handout that shows how the draft amendment rewrites these definitions. The DNR should not be re-writing its rules through draft amendments.

These are just some of the Association’s concerns. Others are that there is no need for the ATV trail since riders can be accommodated on local roads, that this is a poor use of taxpayer dollars, and that this change will negatively impact the area’s aesthetics and environment. I have another handout that explains these concerns in more detail, and that was shared with DNR staff last week.

We hope you consider these issues if and when the Turtle Flambeau Scenic Waters Area master plan amendment comes to you for a vote, and as you oversee the DNR’s property master planning overall. Public lands are very important to Wisconsin residents, and demand proper process and stewardship.

Thank you.
Attachment 1:

MASTER PLAN REVISIONS

How NR 44.04(1)(b) defines a master plan revision:

a change in the goal or objectives for a property which typically may occur as a result of a 15-year review of the master plan under sub. (12).

How the DNR's draft defines a master plan revision:

A master plan revision is required when a proposed change involves an action that applies across the whole property and could bring a substantive change to the purpose and character of the property overall.

MASTER PLAN AMENDMENTS

How NR 44.04(1)(c) defines a master plan amendment:

a change in a management classification or subclassification of a property or management area within a property without a change in the goal and objectives for the property

How the DNR's draft defines a master plan amendment:

A master plan amendment is a step down in scope to the management area level. An amendment process is used when a potential change involves an action that applies to a portion of a property (i.e., one or a few management areas) but overall the primary purpose and character of the property remain the same.
Objections to Draft Master Plan Amendments for a Proposed New ATV Trail Inside the TFSWA

TFF-TL POA 6/19/2018

A. Process being followed by WDNR

1. The Goals and Objectives for the current (1995) TFSWA master plan do not allow for ATV use as a form of recreation.

2. NR44.04(1)(b) is very clear. Plan amendments can only take place “without a change in the goal and objectives for the property”.

On page 16 of the draft amendment, WDNR tries to circumvent NR44.04(1)(b)(c) and (d) by attempting to introduce/establish new definitions of when different types of master plan changes are needed (as follows): (bold emphasis added)

“A master plan revision is required when a proposed change involves an action that applies across the whole property and could bring a substantive change to the purpose and character of the property overall.”

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“A master plan variance is another step down in scope to below the management area level; it does not alter the overall purpose and function of a management area, but only changes the prescriptions (actions) or recreation opportunities for meeting the stated objectives for the area.”

None of these new “definitions” are an actual part of NR44.04. There are very valid reasons the processes and rules in NR44 were written the way they were. For WDNR to attempt to re-write parts of NR44 without public comment and discussion is not proper or acceptable. These new definitions may make it easier for WDNR to plan, but they are contrary to the clear intent of established law.

To further reinforce the above point, in a memo to the NRB dated 5/31/2018, Secretary Meyer partially makes our case by stating to the NRB: “A master plan amendment is a change in a management classification or sub classification of a property or management area within a property without a change in the goal and objectives for the property.” (Thank you Secretary Meyer)

3. On May 30, 2018, per NR44.04(6)(a), our Association sent a written request to Secretary Meyer for a Plan Revision process to be followed for the TFSWA proposal. Our reasons for that request are laid out in that letter. To date, we have not received any response to this request. Is it normal for the amendment process to move forward under this circumstance?

4. This matter started as an amendment, switched to a variance, then back to an amendment. What thinking changed to make these swings in how the process was to move forward?

5. The only reason we are all going through this process is due to a desire for an ATV trail to be added to TFSWA property (where access to business and a complete trail loop already exist). In order for this amendment to happen, very significant alterations to the existing TFSWA master plan must take place. These changes include replacing long standing land management classifications with new land classes and adding recreational use classifications to the TFSWA plan for the first time. All this is being done with less than 10 days notice before the sole public comment session, and no public discussion of the
changes that could occur as a result of the new land management and recreational use classes. In addition, all this work is being done and public comment being based on a "draft format" for the amendment and without consideration of any other forms of recreational uses that were listed in the Recreational Opportunity Analysis (ROA).

We believe that changes of this magnitude should involve much more study, public discussion and public input.

6. When the 1995 TFSWA master plan was written, there were 10 to 15 meetings of a citizens committee that worked with WDNR to review plan language, consider the meaning and effect of different options, and come to a consensus on what was to be included in the plan. This process took considerably longer than the one month time-frame available for comment on the current draft amendment.

7. If, as claimed at bottom of page 6 in the draft amendment, there is no plan for additional routes/trails for motorized use, why not set Recreational Use Classifications to a level that would preclude new motorized trails?

8. Only 3 of the 6 new land class designations have been assigned a recreational use designation. Over 21,000 acres of TFSWA lands (almost 43% of the total property) do not have recreational use designations shown in the draft amendment. This is wrong.

9. We believe that the Native Community Management Area (green) should, at minimum, be a type 2 recreational use area. This area could potentially be a type 1 recreational use area.

10. We believe that large portions of the Wild Resource Management Area (blue) should be classified as either a type 1 or type 2 recreational use area.

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**B. Is there a really a need for this particular trail?**

1. ATV’s can currently access all businesses near this trail by using Popko Circle.

2. ATV’s can currently access other Iron County trails using Town roads and County Highway FF - no need for this trail to “complete the loop” to be able to connect to other trails. The connection already exists.

3. Iron County already has more miles of ATV trails and routes that any other county in Wisconsin.

4. While some ATV traffic is likely to use the proposed new trail, the Town of Mercer is not likely to close Popko Circle to ATV traffic. A very real possibility of a “loop” type pattern of ATV use could develop where ATV’s would ride on Popko Circle and then “complete the loop” using the new trail. This potential pattern of use was not mentioned or considered in the draft amendment.

5. Results from the 2014 Survey conducted by the TFF-TL POA indicate that more than one-half of those responding as ATV users did not indicate they wanted more ATV trails.

6. In the same survey, 80% of respondents supported continued opposition to by the Association to new ATV trails inside the TFSWA.

7. On the same survey, only 4% indicated they wanted more ATV trails, and 5% said they wanted to access local businesses via ATV (with Popko Circle now open to ATV’s this access is available to ATV’s).

8. Question 18 on the survey portion of the 2016-2020 Iron County Outdoor Recreation Plan indicated that only 21% of almost 500 respondents felt additional ATV trails were needed.

9. Looking at the above points and hard survey data, is this trail really needed?
C. Best Use of Taxpayer $$ -- High Risk Private Parcel

1. The draft amendment says very little about the portion of trail going through private property, or the portion going through Iron County Forest property. There is no mention of development costs for the trail or the limited seasonal availability. **WHY?**

2. Per Eric Peterson, Iron Country Forest Administrator, there is no written agreement with owner of private property to allow the trail. Is it normal for this process (revision/amendment) to be worked on without something in writing that the trail will be allowed on private property?

3. What happens if private owner changes his mind? Does all the work (and expenditures), by all parties, go right out the window?

4. Per Eric Peterson, the trail on TFSWA land will not be entirely on old logging road as indicated in draft amendment. Eric estimated around a 50-50 split on old logging road vs. newly cut trail on TFSWA land.

5. Again per Eric, the section of trail on private property will be mostly newly cut trail, not on the old logging road. The owner wants to keep ATV traffic away from his hunting buildings which are close to the old logging road.

6. The verbal agreement with private landowner calls for maximum 10 year “land use agreement” (not easement) that could be worthless if land changes hands at any time in the 10 year period.

7. The verbal agreement calls for a gate at each end of the private property that will be closed from October 1 through “spring dry-out” (mid-May). No trail use for more than 60% of year.

8. Owner is in mid-80’s, and not in great health. What happens to land when he passes? (Or if he passes prior to written agreement).

9. We have heard the private property owner is currently trying to sell the property those who have hunted on land for many years. Probably not a good sign for trail longevity.

10. Initial estimated cost for entire trail; county land, private land and TFSWA land, is estimated to be at minimum $100,000. (per Eric Peterson)

11. On a monthly basis, $100,000 (minimum cost) for 10 years (max term) and 4.5 months/year available for use (average) equals more than $2,200 per month for this trail. Should trail construction cost more, or the permission to use private land not last 10 years, this estimate does nothing but go up.

12. Considering the following points, is this expenditure of limited WDNR funds the right way to proceed?
   - Overall cost for the trail is high.
   - Limited “open” months during year.
   - Continued ownership of the private parcels (and potential land use agreement) is questionable, especially for the long term
   - No written agreement for use of private property.
   - History of private owners not wanting ATV trails on their property.
   - Lots of risk with private parcel
   - Iron County already has the largest network of ATV trails in Wisconsin.
   - ATV’s can currently access businesses in this area without the new trail.
   - ATV’s can already connect to the rest of the Iron County trail system without the new trail.

D. Aesthetics & Environmental Concerns

1. We currently have significant issues with lack of enforcement of ATV rules and laws. Is enforcement of ATV laws going to improve with this proposed change? If so, how.

2. Many of our members specifically purchased homes in the TFSWA after review of the TFSWA master plan. (See Executive Summary on page 1 of that Plan.) Addition of new motorized trails was not anticipated by that Plan.

3. ATV’s are known to spread invasive species. Our group has worked very hard over the past 20 plus years to control and eliminate invasives. Has there been any consideration or discussion on this issue?
4. Very little discussion in the draft amendment regarding the noise pollution from motorized trails. In winter, snowmobile noise is present, but windows are closed. In summer with windows open, ATV noise is much more noticeable and disturbing. This noise has impact on more than just humans who live in the vicinity of the proposed trail.

5. Over Memorial Day weekend a science trained member reported hearing loons giving distress calls in the evening hours – directly in response to the noise of ATV’s. Sounds carry great distances over water.

6. Another member who is an avid paddler reports that Trumpeter Swans have an established territory on the Little Turtle River, very close to where it joins the TFF. The new ATV trail is proposed to go directly adjacent to this Trumpeter Swan territory.

7. Most folks who live in the area of the proposed trail are opposed to it. See survey of TFSWA members.

8. Those who are pushing for this trail are primarily business owners who believe they will benefit from it. The fact that ATV’s can currently access these businesses via Popko Circle indicate to me that there is not likely to be a significant boost to those businesses as a result of the proposed new trail.

9. The original intent of the purchase of the TFSWA was to preserve a wild and scenic character of the area. The TFSWA is often called the “Crown Jewel” of outdoor recreation areas in Wisconsin, and is often compared to the Boundary Waters Canoe Area in northern Minnesota.

10. There are already plenty of places in Iron County where ATV use is allowed and appropriate. Is it too much to ask to keep one of Wisconsin’s Legacy places wild and scenic? Balance is needed.

There are many additional aesthetic and environmental reasons to oppose this proposal that will be mentioned by TFI-1P POA members in their individual written of computer generated comments. What is shown above is only a small sampling of member’s thoughts, concern and opinions.

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E. Factual Errors or Misleading Statements in Draft Amendment

We have noted approximately fifty (50) different instances in the draft amendment where there is an outright factual error or there is a statement that is either misleading or incomplete. Rather than list all fifty of these issues here, I will attempt to cover them with WDNR personnel at the open house meeting in Springstead on June 19, 2018.
A. Process being followed by WDNR

1. The Goals and Objectives for the current (1995) TFSWA master plan do not allow for ATV use as a form of recreation.

2. NR44.04(1)(b) is very clear. Plan amendments can only take place “without a change in the goal and objectives for the property”.

On page 16 of the draft amendment, WDNR tries to circumvent NR44.04(1)(b)(c) and (d) by attempting to introduce/establish new definitions of when different types of master plan changes are needed (as follows): (bold emphasis added)

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_We believe that changes of this magnitude should involve much more study, public discussion and public input._ (Plan Revision)

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10. There are already plenty of places in Iron County where ATV use is allowed and appropriate. Is it too much to ask to keep one of Wisconsin’s Legacy places wild and scenic? *Balance is needed.*

11. If this proposal moves forward, it’s only fair to ask: *What’s next?* Will campers be allowed to take gas powered generators to island campsites? Will chain saw use be allowed to “collect” firewood on quiet islands? Will island campsites have “garbage service” rather than a “carry in - carry out” policy?

There are many additional member concerns and environmental reasons to oppose this proposal that will be mentioned by TFF-TL POA members in their individual written or computer generated comments. Items shown above are only a small sampling of member’s thoughts, concern and opinions.

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